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# technology review

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# The Technology Review

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## PRESIDENT MACLAURIN'S REPORT

A Document which Every Technology Alumnus Will Read.  
Technology and the War. The Harvard-Technology  
Decision. Our Financial Outlook

*To the Members of the Corporation:*

In accordance with the By-Laws I beg to submit to your Corporation a report of the affairs of the Institute, appending, as usual, reports from other administrative officers with reference to the work of their special departments. It will be convenient to present the topics to be dealt with under three heads: The War, Coöperation, and The Financial Outlook.

### THE WAR

Everything that has happened during the year is, of course, greatly overtopped in importance by the entrance of this country into the war. It is a war that differs from all previous wars in history in many respects, but perhaps in none more strikingly than in the extent to which it is a contest, not between sections of nations but between nations and groups of nations as a whole. The methods with which the war is conducted and must be conducted affect the whole adult population of our nation and put to a new and severe test practically every institution in the country, including, of course, the colleges, universities, and technical schools. As an appreciation of the scientific method and a knowledge of scientific principles is perhaps even more essential in war than in peace, it is not surprising that this Institute has already been called upon to play a very active part in the nation's preparations. When the call to the colors came, our students were eager to serve. The advice given to them in general was that seniors

should immediately enlist in some branch of the national service, but that all others should continue their studies as patiently as possible and thus prepare themselves for more effective service later. Those who enlisted in the national service were recommended for graduation on their records up to the time of their enlistment. This was in May last, and since then there has been an almost continuous stream of enlistments, the movement having been greatly accelerated recently by the publication of the selective draft regulations and more especially by the order closing enlistments on the 15th of December. The rules of the selective draft were of such a character as to place practically all the students in Class I, and this, combined with the recommendations made by high officials in Washington that the draft age should be lowered, caused great unrest amongst the students and threatened to lead to a dangerous depletion of the number of students of engineering throughout the country. The seriousness of the situation was brought to the attention of the authorities in Washington by various individuals and societies and as a result the order regarding the closing of enlistments on December 15 has been given an official interpretation so as somewhat to allay the unrest, and what is of more importance, the draft regulations have been altered within the last few days so as to take at least a portion of the student body out of Class I and put them into Class V. This may not go far enough, but it is at least a step in the right direction. Without such a step the country would almost certainly have repeated the experience of some of the allied countries in the early part of the war and found herself with a serious shortage of men trained to apply science to the problems that the war presents. In order to enable the country to prepare men in as short a time as possible for the service of their country the Faculty of the Institute has agreed that during the war work shall go on practically continuously throughout the year. A great many courses were given last summer to enable men to anticipate the work of this year, and as a consequence a large number will be recommended for graduation at the end of this month instead of in June next. The Faculty has decided to make more systematic provision for summer work during the next few years; and by this expedient and by the temporary omission of some courses that are not of the first importance for purposes of war, a material shortening of the courses will be effected.

It would be impracticable within the limits properly set for this report to give any adequate account of the war services that have been rendered by individual members of the Institute's Faculty or the Alumni Association. Alumni are to be found in most responsible positions in practically all branches of the service, both in the army and in the navy and in the various lines of activity that are almost as essential to success as the army and navy themselves. As regards the Faculty, a considerable number of the members have been granted leave of absence in order to enable them to enter the national service, and a larger number who are still with us are devoting much of their time and energies to problems arising out of the war. Many of our professors have gone into branches of the service that have long existed, but not a few into new branches that have been developed since the war began. One of the most important of these is the Chemical Section of the army, which has been placed in charge of a regular officer with Professor Walker as assistant director. Professor Walker has been commissioned as lieutenant-colonel and, with the aid of an organization that is being built up, is attacking the numerous chemical problems that the novel conditions of this war present. As examples of these problems may be mentioned the gas investigations that are being conducted by a large staff of chemists, including five professors of chemistry at the Institute, who have given up their whole time to the work. These investigations include researches on the artificial production of clouds as a means of screening instruments of destruction from observation by the enemy, the use of incendiary mixtures which the methods of the enemy have forced upon us, and the use of gases in offense and defense. Great advances have been made with all these problems. I have stated that five of the professors of chemistry have been granted leave of absence to give their whole time to work of the kind just referred to. This drain on our Department of Chemistry is felt more acutely because many of the members still remaining are engaged in various ways on war problems. For example, Professor Talbot is a member of a national committee appointed to coöperate with the Bureau of Mines in dealing with the special chemical problems that the war is presenting to that Bureau, and Professor Noyes has taken, and is taking, an active part in dealing with the very important problem of maintaining the nitrate supply, which is absolutely essential in the manufacture of explosives. Eighteen months ago, at the

request of the Secretary of War, the National Academy of Sciences, in coöperation with the American Chemical Society, appointed a committee to report on the best methods of securing a sufficient supply of nitrogen products (nitric acid and ammonia). Three of the professors at the Institute were members of this committee, Dr. Noyes being chairman. The recommendations of this committee were made in due time, but there was a most unfortunate delay in putting them into practical effect, with the result that an acute crisis was threatened in the supply of ammonia. The government is, however, now pushing forward the erection of plants in different parts of the country and meanwhile is carrying on investigations relative to the chemical processes involved in the operation of these plants. Some of these investigations are being made in the Research Laboratory of Physical Chemistry, under the direction of Dr. Noyes. I have mentioned the Chemical Department merely as a type. Time does not permit me to enter similarly into the work being done in other departments (such as that by our professors of mechanical engineering in the development of the Liberty motor and other work of great importance in various fields of applied science), nor to do more than remind you of the important war services of the Alumni Association and its members.

Your Corporation will doubtless be specially interested in the war service of the Institute considered as an organization rather than as a group of individuals. In estimating these services it is necessary to look backwards and remember that the Institute has done a great deal for many years not only to train men in such a way as to be of service in any emergency, but to fit them for particular fields of service in times of war. Amongst other things it has for many years trained all the naval constructors that are in the service of the government. Selected groups of men, after graduation from Annapolis, have been detailed to the Institute for a post-graduate course of three years' duration leading to a Master's degree in Naval Architecture. In this way the whole corps of naval constructors of the United States has been trained at this Institute to deal with the problems presented by the design of ships of the navy of all types,—battleships, cruisers, submarines, torpedo boats, etc. Moreover, five years ago the Institute established a course in aeronautical engineering, a course laid out on somewhat similar lines to the course in Naval Architecture just referred to. Until shortly before the war the instruction given in

aircraft design was in charge of Lieutenant Hunsaker, U. S. N., who was detailed here for this service by the secretary of the navy. After graduating from this Institute, Lieutenant Hunsaker was sent abroad to study the methods of aircraft design employed in the principal centers in Europe, and on his return an aerodynamical laboratory was built and equipped and the work of instruction begun. This work has gone on steadily ever since, although it was unfortunately affected by Lieutenant Hunsaker's withdrawal to assume very responsible duties in connection with the design of aircraft for the navy. Not only has the Institute trained men to design aircraft; it has also, since the outbreak of war, been active in training men for other branches of the aviation service. Early in the summer a Navy Aviation School was established here at the request of the secretary of the navy, this being the only school of its kind in the country. Almost the whole of the Walker Memorial was placed at the disposal of the Navy Department for this purpose and there are now over four hundred men in the school. This school consists of two parts, the larger designed for the instruction of pilots and the other for inspectors of aircraft and their motors, the whole school being under the command of Lieutenant McKittrick, U. S. N., with Professor Peabody as president of the Academic Board and Mr. Harrison W. Smith, formerly of our Faculty, as Dean of the school. In the school for pilots men arrive in groups every week or two and stay here for ten weeks. They are not taught to fly, instruction in this art being given later in a different school. The function of the ground school is to train men in fundamental matters such as military discipline and a knowledge of the machines that they are to use, with special reference to the motors and the guns. In addition to drill, guns, and motors, the curriculum includes such things as rigging, signaling (including radio work), navigation, meteorology, and photography, all the courses being of a most practical kind and designed to train men as rapidly as possible in matters of fundamental importance in the art that they are to practice.

As I have been speaking of the services of this Institute to the navy, it may not be out of place here to direct your attention to some of the things that it has been doing for the benefit of the Merchant Marine. It is generally recognized that one of the greatest contributions that this country can make to the success of the war is to build ships and put them on the high seas as rapidly as

possible. There has been consequently an enormous stimulus to the shipbuilding industry and a quite phenomenal demand for men trained to deal with various phases of the shipping problem. As the Institute has for a great many years maintained a School of Naval Architecture, it has done much to prepare men for usefulness in the present emergency. The demand for men, however, greatly exceeded the supply, and to aid in making good the deficiency the Institute, immediately after the country's entry into the war, instituted an intensive course in Naval Architecture designed to train men who had had considerable experience in allied fields for service in this one. All the men who took this intensive course almost immediately entered into service, and there is so much evidence that these courses are helping to meet a real need that they are to be continued as long as there seems a demand for them. As so many ships are being built, it is necessary to provide for a proper supply of officers, and here, too, the Institute, through members of its Faculty and alumni body, has been actively helping. Mr. Henry Howard, an alumnus of the Institute and until recently a member of its Corporation, has been appointed Director of Recruiting Service of the United States Shipping Board, and following his suggestions the Board has provided for the training in large numbers of two groups of officers, engineers and deck officers. It was recognized, of course, that no training of a few weeks' or months' duration could suffice to make men competent for the responsible positions that they would occupy as captains, mates, or engineers and that a considerable amount of practical experience was absolutely essential. In the case of deck officers certain minimum qualifications, depending on practical experience, such, for example, as two years' experience in the deck department of an ocean steamer, or one year's experience as mate of such a steamer, are required before entering the navigation schools that have been set up to meet the present emergency. About thirty of these schools have been established at various points around our coasts and on the Great Lakes, one of these schools being at the Institute and the general oversight of them all being entrusted to Professor Burton, of our Department of Civil Engineering. In the schools for training engineer officers, that is, the first, second, third, or fourth engineer of an ocean-going steamer, similar rules have been laid down. Men before entering the schools must have had certain practical experience;

for example, six months' service as chief or assistant engineer on a vessel, or one year's service as stationary engineer in full charge of a plant of not less than 1000 horse power; and in all cases, before a license is granted, six months' service at sea is required either before entering or after finishing the course. Eight of these schools for engineer officers have been established at different parts of the country, one of them being at the Institute, and all of them being supervised by Professor Miller of our Department of Mechanical Engineering.

I have spoken of service to the navy and to the Merchant Marine, but I need hardly say that similar services are being performed for the army. Here, too, the work of the Institute goes back many years, indeed to the very beginning, a certain amount of military training having always been incorporated in the curriculum. For many years this training, in so far as it is compulsory, has been confined to the freshman class, but war conditions have brought about a change and the Faculty has made military service compulsory for both freshmen and sophomores. As normally there are about five hundred students in each of these classes, this involves the training of a large number of men. This training is brief, being confined to three hours per week and being concerned only with matters that are of fundamental importance in the training of any soldier, whatever his rank. The military exercises at the Institute are not, however, confined within these limits. Under the stimulating guidance of Major Cole, U. S. A., several hundreds of men of the junior and senior years have enrolled themselves voluntarily in what is known as "the advanced battalion." These men are undergoing training in matters that are regarded by the military authorities as of special importance for those who are to be officers. In addition to this two separate units of the Reserve Officers Training Corps, namely Coast Artillery and Signal Service, have been established, and arrangements are in progress for the establishment of two other units, Ordnance and Engineer Corps. This is a matter not only of present but of very considerable prospective importance, as it will doubtless persist after the war and form an excellent means of preparing men for any emergency that may hereafter arise. Another direct service to the army has been performed, in coöperation with the Signal Corps, in maintaining a school of Military Aeronautics here. Very shortly after the war broke out the government decided to

establish ground schools of military aeronautics—eight schools in different parts of the country, this Institute being the center for the Northeastern Department. The School of Military Aeronautics is at present under the command of Major Sneed, U. S. A., and Professor Breed, of our Department of Civil Engineering, is chairman of its Academic Board. The course is of eight weeks' duration, instead of ten, as in the case of the Navy School, but except for the difference in time the curricula of the two schools are very similar. There are at present between three and four hundred men in the School for Military Aeronautics, all of them being housed in the portion of our buildings normally devoted to the use of the Department of Civil Engineering. The establishment of the various military schools has made a serious drain upon our resources, particularly in the matter of instructors, and has taxed our space to the utmost. Indeed, it has been necessary to erect a number of buildings of a temporary character to provide space for the extra equipment needed in these schools. This bare outline of the military activities of the Institute can convey no adequate impression of the effect of the war on the work that is being carried on here. Much has been accomplished, and happily accomplished without noise or fluster, but there is doubtless much more to be done, and this is certainly no time for self-satisfaction and far less for self-glorification. It is already apparent that the war is to bring changes in our regular curriculum that are likely to be permanent, and its most important influence up to the present has been its effect on the spirit of students and Faculty alike, an intensifying of the desire for service and a quickening of the impulse to disregard small things and concentrate on matters of larger moment. Particularly is this noticeable in the readiness to consider old problems anew, to rely less on tradition, and thus to maintain an openmindedness that should bring about far-reaching reforms.

#### COÖPERATION

One of the encouraging signs of the times that has had a marked influence upon the Institute in recent years is the movement towards coöperation. Three matters of large importance that will doubtless affect the development of the spirit of coöperation have happened within the year. One of these has been the successful putting into effect of the scheme of coöperation between the Insti-



tute and certain industries that was involved in the establishment of the School of Chemical Engineering Practice. This plan called for the maintenance by the Institute of a professor to direct its educational work at five different stations, namely (1) the Eastern Manufacturing Company in Bangor, Maine; (2) the New England Gas and Coke Company at Everett, Mass.; (3) the Carborundum Company at Niagara Falls, New York; (4) the American Synthetic Color Company, at Stamford, Conn.; (5) the Atlas Portland Cement Company, at Allentown, Pa. This coöperative effort went forward most happily until war conditions made it necessary to postpone its operation. The experiment, while it lasted, was singularly successful, and scarcely any of the minor difficulties that had been expected were actually encountered. For example, some anxiety had been felt that the presence of our students in the factories would cause jealousy amongst the superintendents, foremen, or other employees, but as a matter of fact, the men in the factories at all times quickly assumed a most friendly attitude towards the students and proved most helpful. From an educational point of view, the plan was most successful. All the officers of the various companies concerned coöperated at every point in the most gratifying way, and each of the companies expressed its readiness to take up the work again when the change in war conditions makes this practicable. The reasons for the temporary discontinuance of this important enterprise are easily explained. The director of the school, Professor Walker, on whose capacity and tact the success of the whole undertaking was largely dependent, has felt constrained to accept the important position in the national service to which I have referred earlier in this report. Most of his assistants have also gone into the national service, and there has been such an unusual demand for well-trained chemists, both in the service of the government and in the industries, that practically all the students in the school received offers that they could not properly refuse.

While this coöperative effort has been temporarily abandoned, another plan, similar in some of its aspects, has been adopted during the year and is now being followed. This is in the field of electrical engineering and involves an intimate coöperation between the Institute and the General Electric Company. The fundamental idea here is not new, involving indeed the really very old expedient of an alternation of experiences in a school and an

industrial plant. The novelty is merely in the details of the working and in the type of instruction to which the method is applied. After men have been for two years at the Institute a selected number in the Department of Electrical Engineering are given an opportunity, instead of following the regular curriculum at the Institute, of entering upon a course which will require their attendance here for three more years instead of two, the three years being equally divided between instruction at the Institute and practical training at the West Lynn or other works of the General Electric Company. The training at the works is laid out and conducted so as to be correlative with the educational instruction at the Institute. The coöperative training occupying three years is divided into ten periods, of which the first eight periods, each of approximately four months, are spent alternately in residence at the Institute and in training at the works. During this time each class is divided into two sections which change places at the end of each period. The ninth period occupies nine weeks and is spent by the two sections jointly at the works, and the final period of ten weeks is spent by both sections at the Institute. The work in the shops and in the testing departments and engineering divisions of the Company is supplemented by conferences with the heads of departments, and in these conferences technical and administrative problems arising in the works are intimately discussed. Students in training at the works are subject to the usual regulations of the Company; they receive regular compensation for their work, and the total of this compensation exceeds considerably the charges made for tuition for the three years of the coöperative training. At the conclusion of the course graduates are free to accept employment wherever offered and have no further obligation to the General Electric Company. This plan was adopted in June last and has, therefore, not been working long enough to have been thoroughly tested. So far, however, everything has gone as well as was expected, and there seems good ground for the hope that it will prove a permanent addition to the educational institutions of the country. At present the most serious doubt arises from the financial difficulties that are involved. The experiment is a somewhat costly one, and although the financial load on the Institute arising from this experiment has been removed for a while, there are numerous financial difficulties ahead in other directions, and the Institute cannot carry on the experiment unaided.

Much larger difficulties in the way of continued coöperation are presented by the recent decree of the Supreme Court with reference to the agreement made some years ago between this Institute and Harvard. That agreement marked an epoch in the history of educational progress in this country. The end sought was to build up an educational machine more useful to the community and to the nation than anything that could be maintained by either the Institute or the University acting independently. It is easy to draw up schemes of coöperation on paper, but less easy to make plans that will actually work. The plan adopted by the two corporations nearly three years ago has in the meanwhile been put to the actual test of experience and has met that test well. Most, if not all, of the difficulties that were anticipated by some have either not presented themselves at all or have been easily overcome. The educational power both of the Institute and the University has been greatly strengthened and the cause of science that is applicable to the service of man greatly promoted by this combination of forces. Men taking Institute courses have had the benefit of contact with eminent professors of the University whose influence they would not otherwise have enjoyed, and men taking Harvard courses have similarly benefited by their association with professors of the Institute. All have had the advantage of working in a school pervaded by an admirable professional spirit and of using laboratories the extent and variety of whose equipment is unique. Unfortunately, however, the funds that the University has at its disposal for the promotion of the great science of engineering is almost wholly dependent upon the income from the Gordon McKay Endowment, and the Supreme Court has decreed that this income cannot be applied in the manner indicated by the agreement. It remains to be seen whether another plan can be drawn up that is equally, or nearly equally, workable and effective as an educational instrument and that accords with the view of the court regarding Mr. McKay's intentions. We should be false to our educational trust if we did not give this matter due consideration and earnestly seek a satisfactory way out. If intimate coöperation between these two institutions was demanded by the exigencies of the situation before the war, it is still more urgently demanded now. With the serious problems that this nation must face during the war and the equally serious problems that must be dealt with in the period of reconstruction thereafter, needless

duplication of effort and needless dissipation of energy would be in a high degree reprehensible.

#### THE FINANCIAL OUTLOOK

From the treasurer's report that has just been presented, you will have noted that the year therein dealt with registers the high-water mark of the Institute's rising tide of prosperity. The gifts in that year come not far short of five million dollars. The larger part of this, as you know, is due to the stimulus of Mr. "Smith's" remarkable generosity. In June of last year he offered to give five dollars for every three that others gave to the Endowment Fund of the Institute, providing merely that his contribution should not exceed two and one-half millions. The million and a half needed to secure the full benefit of his generosity were obtained before the end of the year, and thus four millions were added to the treasury of the Institute. This may seem a large sum, and yet it is not so when we consider all that the Institute must do if it is to meet, even in a moderate measure, the needs of the country now and in the not distant future. Only a little more than a year ago we built a great plant here and equipped it with elaborate and costly machinery. Now, as I have said, that building is crowded and the machinery at least in some departments is overtaxed. What we have done is merely a beginning, and if the Institute is to take a part commensurate with the immense importance of applied science amongst the nations of tomorrow it will need vastly greater resources yet. Had it not been for war conditions, the acquisitions to its treasury made during last year would have placed it in an unusually strong position financially and enabled it to effect some large improvements. However, like many other schools in the country, the Institute has been hard hit by the war, partly through the large loss of revenue due to the diminution in the number of students, and still more through the greatly increased cost of operation due to higher wages and enhanced prices of materials. If these conditions do not improve we must look for a contraction rather than an expansion of our educational activities, or serious deficits may result. It is, of course, unfortunate for the Institute that just at the time when these peculiar difficulties have arisen the constitution of this state should be changed so as to make it impossible to secure any appropriations from the Commonwealth after the expiration of the ten-year period fixed by Act of the Legis-

lature in 1911, and indeed to make it somewhat uncertain whether the Institute will get the benefit of what seemed then to be assured. I have said that this is unfortunate for the Institute, but, of course, an educational institution such as this is a mere servant of the community, and it is the community that suffers if the Institute suffers.

While you are considering these matters, the financial consequences of an abandonment of our coöperative agreement with Harvard University ought not to be overlooked. As far as the Institute is concerned in the near future the abandonment of this agreement would be much less serious in its financial aspects than seems generally to be supposed. This arises from the fact that the actual amount of income available from the Gordon McKay Endowment has been greatly exaggerated in certain quarters. According to the testimony before the Court, all that the University has available at present is the income from less than two and one-quarter millions. Under the agreement Harvard does not turn any of this income over to the Institute, but appropriates a portion of it for the maintenance of courses leading to Harvard degrees, these courses being conducted at the Institute. The amount thus appropriated since the agreement went into operation has been \$100,000 annually, the major part of this having been employed in paying the salaries of the University's professors and instructors. The whole amount is, as you will have seen from the treasurer's report, less than one-tenth of the annual expenditure of the Institute. It must not be supposed, therefore, that the Institute will be crippled financially if the agreement with the University is abandoned. None the less, the cause of education may suffer immediately, and the suffering may increase as the years roll on.

RICHARD C. MACLAURIN.

## EDITORIAL

### Harvard and Technology Again

TECHNOLOGY, naturally, has not been greatly disturbed over the court decision which declared illegal the present arrangement with Harvard for the spending of the McKay money, usually prematurely called the McKay millions. The decision will cost the Institute little in money and less in embarrassment. Harvard, on the other hand, is confronted with a necessary decision of great future moment. The money, as Professor Swain has pointed out, was given specifically for an *engineering* school, not for a school of "engineering science," as some Harvard men are advocating as a fruitful alternative. But Harvard has abandoned her undergraduate engineering school and will have for many years only a comparatively small income from the McKay fund to establish and conduct one with. Consequently the Harvard publications have been full of thoughtful discussion of this important problem.

The conclusions reached by some of our engineering professors who know the situation both at Harvard and Technology, are naturally more valuable than those reached by theorists. The REVIEW is glad, therefore, to print in this number, in the Miscellaneous Clippings, such extracts from their articles in the *Harvard Alumni Bulletin* as seem of interest to Technology, as well as to the other school. They deserve careful attention.

The situation seems to be that coöperation is no less desirable than before, almost necessary for Harvard, highly advisable for Technology, as Dr. Maclaurin points out in his annual report. If the legal difficulty has been the fact that the control of the recent abortive arrangement has been almost entirely in the hands of Technology, does not the way out lie in the reconstitution of a Harvard undergraduate engineering school, not so widely different from her regular undergraduate arts course, supplemented by a fourth and fifth year at Technology under conditions by which Technology *rents* her services to Harvard, but leaves courses and students under direct control of a Harvard engineering faculty? By this means Technology would not lose the advantages of coöperation, might still retain the partial services of the valuable

and esteemed Harvard staff, and yet would be acting both legally and fairly to Harvard and the community.

The REVIEW, therefore, calls the attention of the alumni both to that section of the president's report which deals with this important matter, and to the extracts from articles by Professors Swain, Kennelly, Hughes, and Smyth, which will be found in the Miscellaneous Clippings on page 265.

R. E. R.

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## INSTITUTE INSTRUCTORS FOR AVIATION SCHOOL

The Massachusetts Institute of Technology announces the appointment of a considerable number of men to be instructors in the School of Military Aeronautics and in the Naval Aviation Detachment, in number altogether twenty-four. Some of them find places already in the catalogue as members of the instructing staff of the Institute itself. In the Military School Professor E. F. Langley is named instructor in conversational French; A. F. Holmes, instructor in advanced mechanics; Professor W. S. Franklin, instructor in preparatory work; R. H. Smith, instructor in machine shop; J. F. O'Neill, instructor in wood shop; and S. E. Brown, C. D. Buck, E. A. Burns, J. T. Cronin, H. G. Davies, A. B. English, R. Fales, H. L. Foster, T. Harris, C. E. Littlefield, W. Lofmark, J. G. MacCormack, F. Olson, F. H. Souther, and W. J. Wauters, instructors or assistant instructors in the many special features entering into the knowledge of the manufacture and control of airplanes. In the Naval Aviation Detachment, C. O. Carlson, C. W. Kingsley, Hugh McConnell and H. M. Noelke have been appointed in like manner, instructors in various special lines of work.

G. W. Murray and H. E. Collins have resigned. Mr. Collins retains his position in M. I. T. itself in charge of the freshman drill, and holds a like position at Boston University. He was captain of one of the companies of the M. I. T. cadet regiment last year and was an officer in the junior camp during the summer.



## THE MARCH MEETING OF THE ALUMNI COUNCIL

### C. Frank Allen, '72, Reports on His Visit to Tech Clubs

THE main feature of the March 25 meeting of the Alumni Council was the report made by Professor Allen, who had just returned from his long trip visiting the various Technology Clubs throughout the country. His story was most interesting; he brought back to headquarters valuable information about what the clubs and the members thereof are doing to help the government, and it was obvious that he had brought home no less clearly to those in other parts of the country the importance of the Institute's share in the war. The McKay Fund decision, the anti-sectarian vote, the acceleration in studies, the aviation schools, our splendid record in registration—these were some of the notable events he told the distant alumni. Especially he spread the news that except for West Point, Technology led the list of college graduates with military commissions.

He also gave the names of prominent Technology men working for the government and the jobs they are holding. The REVIEW has printed many of these before in a scattered way, class by class, but we are sure that the list as Professor Allen gave it will prove illuminating, to show how many real jobs are being directed or carried on by Tech men.

Dr. George E. Hale, on the Advisory Council; Henry Howard, the Organizer of the work of the United States Shipping Board; Professors Burton and Miller, in the government shipping schools all over the country; Engineering work for the government, by Metcalf and Fuller; Work on cantonments, by Skinner, Canfield, Knowles, Kebbon, Pratt, Scharff, Baker and Roberts; Director General of Railroads, Samuel M. Felton; Dr. Hollis Godfrey, a member of the Advisory Council; Everett Morss, a member of the Priorities Committee; J. P. Munroe, vice-chairman of the Vocational Bureau; Willis R. Whitney, on the Naval Consultation Board; W. H. Bovey, as president of the Dunwoody Institute; Hunsaker and Westerveldt in the Aircraft Service; Holcombe, in the Small Arms Department; Wonson, in the Quartermaster's Department; Hoovgard, in the Bureau of C. and R., U. S. N.;



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Col. W. H. Walker, in the Gas Service; Professors Norris, Lewis, Dewey, in the department with Doten and Litchfield in Washington; Whipple, Horn and Winslow, in the Red Cross; Gunn, for the Anti-Tubercular Work in Paris; Major Prescott, in the Sanitary Corps; Major Riley, in the Regular Army; Mauran, leading the Architects.

There was not much important business before the meeting, and it was decided that the April meeting shall be held at the call of the Executive Committee only if it seems advisable.

The chairman was authorized to appoint a special nominating committee to make nominations for membership on the Advisory Councils on Undergraduate Activities.

After consideration, it was voted that the customary graduation day celebration be omitted this year on account of the unusual conditions.

The secretary reported, for the Executive Committee, on a letter received from the Intercollegiate Intelligence Bureau, to the effect that this Bureau has now been given over to the War Department. Mr. Rollins, as chairman, made a report of progress of the M. I. T. Committee for National Service, the War Auxiliary, and the money received on the War Funds. Some of this information has already been printed, and in this number of the REVIEW will be found a full report of the Auxiliary's work.

Dr. Maclaurin was called upon to speak of Technology matters and he gave an interesting account of his visit to the Shipyard Building at Hog Island and assured the Council they should be proud of the work being done by Technology men there. He then spoke of the work of the Y. M. C. A. on the Western front, the great need of men to improve the morale of the soldiers, helping the social life, and suggested that Technology men spread the knowledge of this great need among their friends to see if some one could be suggested, who was above draft age, to assist in this valuable work.

Mr. Knight then called on Maj. H. J. Horn, who spoke of his experiences as a major in the Red Cross Mission to Russia. The Council enjoyed heartily this account of Mr. Horn's experience and investigation. The meeting adjourned at 9.30.

# THE WAR SERVICE AUXILIARY

## Report of the Spring's Activities

MRS. EDWARD CUNNINGHAM, *Chairman*  
MISS MABEL K. BABCOCK  
MR. ALBERT F. BEMIS  
PROF. HENRY FAY  
MRS. HARRY M. GOODWIN

MRS. FREDERICK T. LORD  
PROF. HARRY W. TYLER  
MISS EVELYN WALKER  
MRS. EDWIN S. WEBSTER  
MRS. A. J. GEORGE, *Executive Secretary*.

IN July last, the Alumni Council empowered the M. I. T. Committee for National Service to establish this Auxiliary. Our country had been in the war less than three months, but thus early the need was manifest of a means of communication with the M. I. T. men in national service and with the families which these men have left behind. Government schools had already been established at the Institute, bringing not only the problems which the administrative and teaching bodies solved so efficiently, but also those other problems which arise when men are suddenly transferred from civilian pursuits to military life. During the summer Mrs. Cunningham and a few others provided Sunday recreation for some of the men in the government schools.

The initial undertaking of the Auxiliary was to locate the M. I. T. men already in service, to add to this list as soon as men entered the service, and to offer to their families every possible assistance in any of the many emergencies incident to war conditions. The great organizations which have now taken over much of the welfare work for the men of the army and navy were just beginning their labors. Great numbers of men were in officers' training camps, some had already gone overseas, and others were soon to go into the cantonments. It was soon found advisable to open a Workroom where supplies might be provided for these M. I. T. men in service, and for those under their command. From the beginning, this Workroom, under the devoted directorship of Mrs. Sedgwick, has worked in close coöperation with the New England Division of the American Red Cross. It has drawn for its workers from the wives and families of Corporation members, Faculty and alumni, from the women graduates and from those whose near kin were associated with the Institute.

Detailed reports of the Workroom to February 1 appeared in the January REVIEW, but at this time a summary of the work

from February 1 to April 1 may be of interest: To the Technology Bureau in Paris, 768 articles have been forwarded in these two months; 2445 articles have been sent to the Italian War Relief Fund of America; more than 50 garments have been delivered to the Commission for Relief in Belgium. Two large cases of knitted garments and toilet supplies were sent to one of our men in an aviation school in the South for distribution to the 200 men in his command. Forty-eight parcels of knitted goods and comforts were sent to Technology men in this country; and a trunk was dispatched containing outfits for the French refugees. On request of the medical officers of the government schools at M. I. T. hospital supplies were sent to that place in an emergency; 24 bags containing comforts were forwarded to the Needlework Guild of America.

The financial support which made possible this Workroom undertaking came in part from the alumni, who have given to date \$7000, while from other sources the sum of \$7033.53 was received, making a total Workroom fund, from October 1 to April 1, of \$14,033.35. There are on hand wool and some other materials to help meet the summer demands. As many of the workers will leave town during the summer months, the director has made a special appeal in the Bulletin of April 1 for experienced workers who plan to remain near Boston to help out this work in the spring and summer months. Supplies are urgently needed not only for our own men, but also for the refugees and hospitals in Italy, where Maj. Guy Lowell, '94, Capt. Edgar I. Williams, '08, and Capt. Gorham Stevens, '98, are giving notable assistance to the American Red Cross; for the French refugees, for whom Dr. Charles Mixter, '02, and Dr. Selskar Gunn, '05, ask relief,—the utmost we may do is all too little in these days of devastating want among our Allies.

The Bureau of Communication, of which Professor Tyler is chairman, has undertaken intensive work on the roster of M. I. T. men. That roster now carries 2070 names, with military location and home address. Over sixty-two per cent of the men thus recorded hold commissions, and are in greater or less degree responsible for the well-being of men under their command. In ever-increasing numbers the men are writing for material to be sent them, or for information; their families send, or call at headquarters, for detailed news in these days when the crowding of

mails and of cable wires often occasions great anxiety. "I cannot tell you how my visit to you eased my mind and heart," wrote a father whose son was overseas, and from whom no direct message had come. A change of employment was desirable for the father of an Institute man who had died in service, and such employment was found for him. Again, the relative of a man who died in France asks us to find out the details of his death. We write to the director of the Communication Bureau of the American Red Cross, and within forty-eight hours the information is forthcoming for which the family had waited long weeks, because they did not happen to know the necessary steps to take to secure the information.

When the *Tuscania* was torpedoed, Mr. Rollins, as chairman of the Committee for National Service, and Mrs. Cunningham, the chairman of this Auxiliary, cabled Maj. Edgar Wells, the American Red Cross representative in Belfast, guaranteeing any expenses incurred in helping Technology men on the *Tuscania*. Major Wells cabled an acknowledgment within twenty-four hours, and later wrote in appreciation of the offer, and asked if "in any future disaster the Red Cross might count on a continuation of the same generous offer."

A card of New Year greetings was sent to the 1500 men then known to be in service, and from army cantonments here, from our men overseas with the American Expeditionary Forces, from M. I. T. men who had been long with British and Canadian troops, came messages of gratitude for this manifestation of "Tech spirit."

The first effort of the Book Committee was to distribute the M. I. T. portable bookcases. Many of these were sent to individuals; fifteen were sent on request to the Base Hospital at Camp Devens; and recently twenty-five of these have been requested by the American Library Association to be placed on the flagship of the Coast Patrol. During February and March, 127 single books have been mailed to individuals, and 392 parcels of newspapers and magazines were sent out. A man in the Naval Reserve reported that he had fifty shipmates, all from Philadelphia—"and in three months we have not seen a paper from good old Phillie!"—so the Technology Club of Philadelphia was asked to supply these men with news from home. A captain of a squadron of the Signal Corps engaged in getting out spruce timber for aeroplanes

in a remote Oregon lumber camp, wrote for medical supplies and for books and magazines on aviation. The supplies were sent from headquarters, and, on request, the American Library Association sent forward the books and magazines from their base on the Pacific Coast. A lieutenant of engineers, Forestry, who has since been killed in a motor accident, wrote from France for reading matter for two hundred and fifty men under his command in a permanent camp. A captain of railway engineers in the A. E. F. made a similar request. As shipping facilities were restricted, we turned these requests over to the Y. M. C. A., who have supplied the needs from stores already in France. Technical books are asked for in an engineering company, and the professor of civil engineering sends a half-dozen new technical books as his contribution to the work of the Auxiliary. The man who receives them writes: "These will prove the handiest information, and I shall carry them in my pack." A man who regularly receives a home paper through our office writes: "After all, there is no news like that from home, and it is just such thoughtful acts as this of yours which give us added confidence and further proof that the people stand firm and united by our sides."

Anson Phelps Stokes, the chairman of the Trustees of the American University Union in Europe, sends from Paris the following tribute to Technology's representative: "Everything is going beautifully at the Union, and I have every reason to believe that it will continue in different quarters as a permanent institution after the war. I cannot overestimate the services which Mr. Lansingh has rendered as our very efficient business manager." A '14 man, on his return to Paris, after three years in the Balkans with the American Red Cross, writes: "The Tech women surely take a remarkable interest in the boys. . . . The Bureau has been a great help to me in locating classmates and friends who are now here, and also in gathering information as to the different services and the officers connected with them." A convalescent in a French hospital who received "eats and smokes" from the Technology Bureau, which had been supplied through this Auxiliary, declares: "This gave me that warmer appreciation of the true spirit in which Technology and, with a broader meaning, America, is entering and helping to end this horrible war."

The women of Buffalo who have M. I. T. interests have formed a Western New York Branch, and a recent visitor at headquarters

spoke with the greatest enthusiasm of the hospitality which had been offered by this group of men and women to those whose war work had taken them to Buffalo. This Western New York Branch is also preparing Workroom supplies.

A more recent development has been the visiting of men from the government schools at M. I. T. who were sick and in hospitals. There are hundreds of men now in these schools, many of them far from home. With the approval of medical officers, these men have been visited; when their parents have been summoned, these have been looked out for, and if death has come, the Auxiliary, through its workers, has done all that it could to help these people away from home surroundings. A father whose son died, writes from a far western state: "Surely God must have sent you to us, and we hope and pray that some one, some way, will pay back the kindnesses to you that we ourselves may never be able to do." This work was done with the active coöperation of the Red Cross.

Through the winter, on Sunday afternoons, officers of the Auxiliary, representatives of the Technology matrons, and others, have been at home, in the Emma Rogers Room, to the men of the government schools. This hospitality has developed along such interesting lines that it is the opinion of the Committee on National Service that it should be continued as a part of the work of the Auxiliary during the spring months. When graduates from these schools have gone to distant cities, Technology representatives in those cities have been asked to look out for them.

These later undertakings, like the earlier ones, are all in the line of preparedness. It has been the endeavor of the Auxiliary to build up cautiously and conservatively an organization which later could bear the load which emergencies might put upon it. America is only beginning to learn the toll of war. When material needs are made manifest, we hope to meet them or to direct those in need to the sources where the needs may be met; when our sick and wounded are brought home, when heavy casualty lists come in, we hope to be able to reinforce and sustain Technology men and to be equipped to help those who are dear to them.

A. N. GEORGE, *Executive Secretary.*

M. I. T. WAR SERVICE AUXILIARY STATISTICS,  
MARCH 30.

Men in service. . . . .	2070
Foreign service. . . . .	463
Aviation. . . . .	331
Navy. . . . .	398
Officers. . . . .	1303
O. T. C. . . . .	170
Inspectors or Instructors. . . . .	54
Ambulance, Red Cross (A. E. F.) . . . . .	50
Specially commended (Croix de Guerre, etc.) . . . . .	25
Deaths. . . . .	24

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## A SECOND SCHOOL FOR RADIO ENGINEERS

So successful has been the school for Radio Engineering at the Massachusetts Institute of Technology of which Professor A. E. Kennelly is the head, that a second school will be started as soon as the existing one has run its fifteen weeks, which will be in June. Already Professor Kennelly has made a tentative canvass of the juniors in Electrical Engineering with the result that nearly all the young men will be candidates for registration in the new school, some twenty or thirty in number.

The work demands first the grade practically of senior in point of engineering attainments and then some special knowledge of electrical principles. To this will be added fifteen weeks of twenty-four hours' study a week in the special work prescribed by the government. There will be in addition two groups of lectures given by Professor Kennelly and Professor E. Leon Chaffee of Harvard, the laboratory work being divided between the Institute and the University, the latter of which is especially well provided with devices useful in wireless study. The work is intensive and leads not to radio signaling, for which excellent schools exist elsewhere, but to the fundamental engineering principles underlying construction and the making and maintaining of the delicate apparatus necessary. The new school will begin in June and continue through the vacation.



## THE AUXILIARY AT WORK

### The Boston Herald's Interesting Account of Its Activities

FIRST in peace, first in war, first in the hearts of her loving sons—that is Tech, as seen by her alumni. And with the best of reasons. Back in the days when war was thought of as a thing forever past—days that now seem remote—the Massachusetts Institute of Technology gave to the boys that sought her shrine the education that was to bring them a living and a “place in the sun.” When the clouds of conflict gathered, she turned her forges, laboratories and classrooms to the task of supplying the nation with men trained to defend it, this great school, acting through her scores of loyal alumni associations, card-catalogued every graduate in point of his fitness for special service. Now—and this is one reason for his devotion to alma mater—Tech, through her women, is providing the little comforts that make easier the life of her sons in service.

These women, not only the “ladies of the faculty,” but also the mothers, wives, sisters and sweethearts of Tech men and boys, have formed the “M. I. T. War Service Auxiliary.” Already there is a list of some two hundred of them, who come, up to forty at a time, on appointed days to do their bit in the workroom of the organization in the Rogers building of the old Tech group on Boylston Street. The place is large, sunny and conducive to the enthusiastic performance of the varied tasks that nimble fingers find to do, and they work with tender thoughts in mind, in a buzz of happy conversation that helps to lighten for them the anxieties which, deep in their hearts, must be ever present until peace shall reign again.

In appearance, this workroom differs little from the quarters of the Red Cross and other war service organizations. Everywhere are piles of goods, made and in the making, packed and in the packing. No surgical dressings, however, are prepared, although many abdominal bandages are turned out, as well as hospital garments. A specialty is bedside slippers, and some of these are made in sizes so large as to suggest that they might fit the giant who walked with his nurse from Boylston Street to Park Street along the mall, for the Red Cross, a month or more



past. These huge slippers are for men whose feet are in plaster casts. As a rule, a "pair" of these consists of only one slipper, and no great distinction is made between rights and lefts.

Cheerful industry is the keynote of the place. How much of this is due to the optimism and business-like manner of the director, Mrs. W. T. Sedgwick, the visitor is at liberty to decide for herself. Certainly the spirit must have its effect on the product, and the things for the soldiers must still retain some of this when they arrive. Behind the whole undertaking, and leading it as well, to use an apparently paradoxical expression, is Mrs. Edward Cunningham. She has had much experience, chiefly in personal work in behalf of worthy causes, but she has revealed executive ability of a high order in her place as chairman of the auxiliary.

Through the organization all Tech men in war service are looked after and cared for—"in so far as military regulations allow and we are able." Some two thousand are card catalogued at the present time, and the number is steadily growing. More than this, the men not of Tech, but who are under the command of Tech men, are provided for, sometimes bountifully—but always "in so far as military regulations allow, and we are able."

Large quantities of supplies have gone to Italy, for distribution in hospitals there by Tech men. Much is sent to France, of course. In fact, the service is virtually world-wide.

Special individual service is a feature of the auxiliary's work—and here again appears the personal factor that gives the undertaking that marked degree of "human interest"—an interest that in this instance is perhaps a wee bit stronger than in the case of the larger ones of our many relief organizations, whose work, larger in the aggregate, must necessarily go on as a more impersonal, though none the less efficient, service.

One or two examples:

A Tech man was injured while in training at Fort Leavenworth in Kansas. He was in immediate need of comforts essential to proper care of his case. The auxiliary was notified—and within two hours he had the things needed.

A worried parent, unable to get tidings of a son who had sailed for France, came to the auxiliary. A drawer in that card catalogue was pulled out, the cable flashed a query to France, and almost overnight came the information that the boy was well and happy, safe arrived. The auxiliary got across what the young man, serv-

ing in comparative obscurity, could not supply through the congested avenues of trans-Atlantic communication.

When a Tech man in Virginia, commanding a unit of 150 men, had paid for his costly uniforms and equipment, he had no money left to provide certain essential comforts for his men. The auxiliary fitted them out. They were not Tech men, to be sure, but they were the wards of a Tech man, and that was enough.

Money for all this work? Well, the auxiliary has raised \$10,000 in just recent months. It is a service of love and joy, quartered in a Tech building, and overhead expense is low. The \$10,000 doubtless bought a full \$10,000 worth of comfort for the recipients.

The card catalogue is a model of completeness. The cards are half as large as a sheet of typewriter paper, and fine-ruled. They are crowded with information about each of the two thousand men—every necessary fact about his past record and his present situation is there.

More than this, a system of colored tags attached to the top of the cards gives instant clue to the whereabouts, rank and condition of the individuals. Red, white, dark blue, light blue, black, green, yellow and pink are these. The respective colors indicate such items as home or foreign, military or civilian service, whether army or navy, whether private or commissioned officer.

Exhibit A in this catalogue is a card, bearing, close together at the left upper corner, three tags, red, white and black—the colors of the German empire. It is the card of——, Tech graduate and captain of Uhlans, his address given as “care of the general staff, German army.” A note remarks: “Father—‘Steel King’ of Germany.” The Tech women don’t care to talk about him very much; and, indeed, they know little about him, for he goes about—if he still lives—behind the veil that hides the inner operations of the Kaiser’s army. His record ends abruptly with the 1st of August, 1914—since that time his career is not recorded. So his card bears no other tag than the three that stand for the German flag. On the other cards the tags are distributed along the top, with plenty of space between—his three tags are close together.

The members of the Auxiliary ask that Boston and other New England newspapers of current date be sent to Tech men abroad, from time to time. Not every issue, for that would help to clog the mails, but now and then a paper—from home.

“Got another one,” says the comedy monologist, as the vaude-

ville theater audience applauds his twenty-third gray-whiskered joke. The Auxiliary has also "got another one," for it has a branch at 16 Pall Mall East, London, S. W. Here American papers and periodicals are provided, as well as facilities for registration, letter-writing, and forwarding of mail. Here in Boston, Technology men going abroad are supplied with an envelope addressed to the Auxiliary or one of its associate branches; they have simply to post this in France to give notice of their safe arrival there.

There is in France a representative of Technology, at the American University Union, Royal Palace Hotel, 8 Rue de Richelieu. The Union provides a simple club for American College men abroad and more than forty American institutions are members. Its object is to meet the needs of those in the service of the Allies, and it aids their friends in obtaining information about them; it reports on casualties, visits the sick and wounded, and gives advice and relief generally.

Small traveling libraries have proved one of the most popular things furnished by the Auxiliary. These are not sent to great distances on account of expense, but many have gone to the base hospital at Camp Devens and elsewhere. They contain about a dozen books, boxed, and convalescents find the variety enjoyable.

A fresh departure in the program has been instituted by Mrs. Hollis French and Mrs. Joseph Lipka, who have begun work for relief of refugee children in France and Italy.

The Workroom committee consists of Mrs. Edward Cunningham, chairman; Mrs. W. T. Sedgwick, director; Miss Evelyn Walker, assistant director; Mrs. Robert P. Bigelow, treasurer; Mrs. Ralph Adams Cram, Prof. Harry Gardner, Mrs. Harry M. Goodwin, Mrs. Charles T. Main, Mrs. Everett Morss, Mrs. James P. Monroe, Prof. William T. Sedgwick.

## THE TECH PARIS BUREAU

### Letters from France, from Lansingh and Others. A Great Work Being Done

THE work which the Tech Bureau in Paris is doing for Institute men in service has been described by Van Rensselaer Lansingh, '98, in a letter to James W. Rollins, '78, chairman of the M. I. T. Committee for National Service. Mr. Lansingh is business manager of the American University Union and director of the Bureau in Paris. The activities which the Bureau is at present carrying on may be summarized as follows:

1. Meeting Tech men who come to Paris, and advising with them.
2. Helping men get transferred to the service for which they are best fitted, or to meet those officers in the army with whom they want to talk over their future and the possibility of obtaining a commission.
3. Writing proper letters of recommendation so that the men in the Ambulance and Field Service can try for commissions.
4. Assisting the men financially where necessary, to tide over temporary financial embarrassment.
5. To send to all Tech men on our mailing list copies of *Tech* as soon as they are received.
6. To send to all Tech men in France the "Technology Bureau Bulletin," of which ten issues have already been sent out since July, on an average of about one for two weeks.
7. Getting in touch with any Tech man whenever we can find their names and addresses, inviting them to use the Bureau when they come to Paris, and also placing the services of the Bureau at their disposal at any time.
8. Keeping accurate filed changes of address of all Tech men in services abroad.
9. Developing and printing photographs which may be sent to us, keeping a file of the same and making duplicate copies for other men, when wanted.
10. Doing errands, commissions, etc., in Paris for the men who are out of the city, such as having eyeglasses mended, buying

books, presents, tobacco, etc. Such work and commission are charged to the men's account, and when they come to Paris they pay the amount outstanding.

11. Maintaining a room for Tech men where are kept at all times papers and magazines. We also keep on hand at all times cigarettes, pipes and tobacco for the benefit of our men, and plenty of stationery and writing material. The room is decorated with pictures of the Tech buildings, and the whole air of the place is one of hominess.

12. Writing of brief notes home to the parents of all the boys when they call here: telling them that the boys have been in Paris and are in good health, and any other little items of information which would be of interest to those at home.

13. Sending cables for the men when requested.

14. Finding out in regard to men as to their address and health, whenever requested by cable or letter advice.

15. Forwarding mail and packages which are received for the men.

16. Taking care of bundles, trunks, etc., which are left in our charge.

17. Opening bank accounts for the men. Arranging for them to get money from home either by getting their checks cashed by cable or in Paris. Exchanging money at the current rates of exchange.

The American University Union is at the present time composed of about ninety colleges and universities. It has taken the Royal Palace Hotel, 8 Rue de Richelieu, Paris, where it can accommodate a little over a hundred men with sleeping quarters. The Union is conducted on the principle of a club rather than of a hotel.

Some of the larger colleges, viz.: M. I. T., Harvard, Yale, Princeton and Michigan, maintain their own bureaus or office in charge of one of their professors or alumni, and are thus able to give special attention to their own men. The other colleges are looked after by the general staff of the Union. These bureaus work in close coöperation with the Union in maintaining a complete list of all college students, and in every way work harmoniously with the Union officials. The Union aims to give to all college men all the service possible; maintains a clubhouse with sleeping accommodations and restaurant facilities; maintains a complete register of all college men, arranged both by colleges and

alphabetically; helps for college dinners, reunions, etc.; maintains a small canteen or store for the benefit of its members; arranges for French lessons, French pensions, etc.; has a good library of books, magazines and newspapers both American and foreign; endeavors to advise with the men when requested, and tries as far as possible to make the Club the men's headquarters and home in France.

The bureaus are doing for their own men, but more effectively because of a more intimate knowledge of conditions, what the Union is trying to do for all college men. Owing to the fact that the Tech Bureau was the first in the field and first organized, and that it had sufficient clerical help from the start and was caring for a smaller number of men, it is at present giving more personal service than the other bureaus, and from the comments of the men to whom it is giving service, the work is apparently satisfactory.

Concluding his letter, Mr. Lansingh writes:

I trust that with the outline of our work given above you will get a fair mental picture of what we are trying to do here. As this is the first chance I have had of outlining the work of the Paris Bureau, since the Technology Club of Paris became the Tech Bureau in the American University Union in Europe, I am sending a copy of that part of my letter to the editor of *The Tech*, as it will probably be of interest to others.

I think you will readily understand that it is impossible for one man and one stenographer to properly do the work of the Technology Bureau on one-third time, which is about what I can devote to this work. Inasmuch as Mr. Allan expects to leave at any time to take his commission in the Army, it is necessary that somebody be sent promptly from America to take up the work, but preferably it should be a man who can work with me until next June, and then can take complete charge of the Tech Bureau. It will be up to the Union. I think the method adopted by the other colleges of sending over a professor who knows the boys of the recent classes, is very good and if such a man can be spared at the Institute, I suggest sending him.

With kindest regards, I remain,

Very truly yours,

VAN RENSSELAER LANSINGH, '98.



The following letter has been received from Mr. Lansingh expressing his appreciation of the gift of money in behalf of the Technology men "over there." The sum of money, amounting to 886 francs (\$177.50), was collected on Tech Night at the Wilbur Theater, on the evening of Field Day. An extra charge of 25 cents was placed on all of the tickets and this money was sent over to the Technology Bureau of the American University Union in Paris.

"PARIS, FRANCE, January 23, 1918.

"INSTITUTE COMMITTEE,

"Massachusetts Institute of Technology,

"Cambridge, Massachusetts.

"*My dear Mr. Dinkins:* I was quite swept off my feet on receiving today your letter of January 8, enclosing a draft for Frs. 886. It is not really the money, although I can assure you we can do lots of good with it, but the spirit which prompted the men of Tech to do this which has touched the hearts of all of us over here who have heard of it.

"We are planning to hold a Tech dinner on Saturday, February 2, at which Dr. Herbert Adams Gibbons will speak on the attitude of France toward America, and I am going to take this opportunity to read your letter. It will show not only to Tech men themselves, but also to other college men here, how really great is the spirit which animates the Institute and those connected with it.

"This will make those of us who are connected with the Paris Bureau more eager than ever to serve the men of Tech who come abroad in the service of our country, and you may be sure that the spirit you Tech men have shown is heartily appreciated by those of us who are privileged to be abroad.

"Very sincerely yours,

(Signed) "VAN RENSSELAER LANSINGH."

A letter has also been received from Mr. Anson Phelps Stokes, chairman of the Board of Trustees of the American University Union in Europe, who is now on the other side in connection with the further development of the Union. The letter follows:

"It is delightful to have men drop in constantly who seem to appreciate the privileges of the place when they come here from their camps or from the front, and I hear on all sides deep appreciation of the Union and what it is doing for college men.

"The library of the Union has outgrown the space originally

devoted to it, and one of the large rooms just above the main office has now been converted into a comfortable and attractive reading room. One of the new features of the Union is the purchasing department. An agent has been appointed to attend to purchases for men at the front; this business is growing rapidly. Arrangements are also being made for a printing department which will enable the Union to send to the college men who register there announcements of receptions, dances, dinners and other entertainments. On a Sunday evening recently, a concert was given which would be notable for its quality anywhere.

"Arrangements are being made by the officers of the Union and a committee of professors of the University of Paris for a solemn festival to be held in the large amphitheater of the Sorbonne on February 24 to commemorate the entrance of American college men to the war. This will be a most significant and important occasion, and it is only one of the many manifestations of French interest in the Union.

"Professor Alderver of Oberlin College, Professor Cunliffe of Columbia University, and Mr. William Wallace Irwin of New York sailed recently for France to join the staff of the Union and particularly to take care of the interests of college men from institutions which have no secretary to perform this service for them. Mr. J. Marshall Head of Brookline, the executive secretary, will welcome all guests on arrival and advise them as to rooms and other matters.

"There are now 115 colleges on the membership list of the Union. Among the state universities which have recently become members are: University of Colorado, University of Denver, Iowa State University of Agriculture and Mechanic Arts, University of Kansas, University of Montana, North Dakota Agricultural College, University of Nevada, State College of Washington, Tulane University of Louisiana and University of Wisconsin."

The latest news received from the Paris Bureau comes in a letter from R. W. Chandler, '12, Captain, Armament Officer in the Air Service, and, incidentally, "special correspondent" to *The Tech*. He tells most interestingly of the February dinner of Technology men in Paris at the American University Union as follows:

"The issue of *The Tech* for January 25, 1918, just received, reminds one of the long time and long distance that lie between the old office over the stairs in the old Union on Trinity Place, and the present 'office' which is a round hole about two feet in diameter



and three feet deep in a long, cloth-covered box. This office is furnished with machine guns instead of typewriters, and ammunition racks instead of desks, but many of its functions are the same. It may be a single as in a monoplane, a double affair in a biplane, or there may be a suite in the larger planes. The function of greatest importance here as in the other office is to get a 'dead beat.'

"I am confident that this story will not go from the Eiffel Tower to Arlington, Va., to be interrupted by the Huns with their direction finder, as many that I have listened to have been. But it should be a 'beat' all the same. For this, a story of the February dinner of the Technology Club A. E. F. is coming, will be handled by no other paper. On Saturday night, May 2, a large number (I have to censor this myself, so you'll pardon the omission of a number of details of undoubted interest) of Tech men gathered round the festive board in regular Tech style. It was blowing and snowing outside and there was no chance of Fritz dropping any bombs to interrupt the party. Round the table were men in the uniform of three nations, of practically every branch of the service, and from a very wide section of the fighting front.

"In true Tech style (at least the style of my day) I will now state that the following menu was served in the customary bountiful (?) manner:

Soup (a taste)  
Roast Beef  
(A sample—if satisfactory then no more)  
Potato  
Stewed Fruit  
War Bread  
Wine  
Café

(If you didn't get your sugar from the Q. M. ? ? ?)

"While Mr. Lansing, the friend of all Tech men over seas, was passing around some *real* cigars, the chairman introduced the speaker of the evening, a very well-known special investigator for the Department of Foreign Trade. He told in a most interesting fashion of the results which the war has brought home to the people of France already and of those which will probably follow in the next few months, providing the war continues. At the conclusion of his talk, the fellows told stories of their experiences and

enjoyed their good fellowship for a long time. The men present were filled with a feeling of coöperation coming from those back home, which is emphasized by an affair of this kind better than in any other way.

"After the discussion and stories were finished the men were shown the material which has been received from Technology's women, or rather such of it as has not been given out. There is several thousand dollars' worth of material furnished by Tech women in the United States and sent over here to be given to whoever may have need. It was truly a cheering sight, and it is a work which cannot be too highly praised, for it has a value in morale far in excess of any physical comfort which may be derived from the material itself. The Tech men in France are truly proud of the Tech women behind them in America and deeply grateful for their loving thoughts and deeds. May the good work go on in ever increasing volume until that time when it shall no longer be necessary.

"There are rumors abroad of discomforts experienced in the United States on account of food regulations and a little idea of the situation here may be of interest. Either in town or country, unless you are lucky enough to be stationed at some headquarters, you are undoubtedly billeted. This means that you have the same food as the French people, purchased from them. It consists of war bread (very war) without butter, no sugar at all, no cheese, no milk of any kind after early morning, no white flour or its products, and a little of those things which can be cooked without using the above. In England on my last trip, there was no meat available, no sugar, no tea, no butter, and mighty little of everything else. The food supply there seems much more scanty than in France, but in both countries there is no discontent and no open dissatisfaction apparent. The easiest and pleasantest means of travel between the two countries is by plane and it is also a great saver of time.

"The American University Union which has grown out of the unformed desire of Tech men to help, and out of the modest beginning of the Tech Club of Paris, is doing a great work here for the college men in the service. It is filling a place which could not be taken by any other possible activity. Its worth is possibly not recognized even by all of those who have partaken of its hospitality. Its worth is probably not recognized by the men in the

United States upon whom it depends for support. Its worth, however, is so great and such a tremendous power for good in the lives of the men here that it should be lauded to the skies and it should receive from the colleges in the United States which are allied in the work the most loyal and self-sacrificing support. If a picture could be taken of the men coming and going during any evening, and carried to the States and projected upon a screen for the benefit of the undergraduates and graduates of each college, it would bring home to them as no word picture ever could, the wide scope of work and vast distribution geographically of the men who make use of its advantages."

On another page will be seen a fuller account of the new head of the Technology Bureau of the American University Union. Rev. George Crocker Gibbs, Course I, 1900, has taken the place of R. M. Allen, '16, and relieved Lansingh of the double burden he has been carrying, allowing the founder of the Bureau a period of rest and reconstruction in America before he takes up his work again.

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## HAPPY THOUGHT FOR THE DAY

It is authoritatively stated that the Library of the Institute spends more of its appropriation actually for books than any other library, public or college, recorded in the Boston *Transcript's* library department: 96.3 per cent! Yale, down at the bottom of a list of nearly forty, only spends 32.8 per cent of its income for books. Harvard isn't mentioned. Alas! these traditional strongholds of an effete culture! Another myth exploded. Now aren't some of the alumni, who never knew where the Library was, a bit ashamed?

## THE ROLL OF HONOR

### Men Who Have Died in the Service up to April 1, 1918

- GEORGE ALBERT BEACH, '14, Aviation Section, Signal Res. Corps, A. E. F. Killed January 20, 1918, in collision.
- BRAXTON BIGELOW, '10, Capt. 170th F. A., British Army. Missing, probably killed, July 23, 1917.
- FRANCIS PRATT BRECK, '20, enlisted (September) in U. S. Navy. Died November 6, 1917, at the U. S. Naval Hospital, Newport, R. I., of measles and pneumonia.
- CHAUNCEY DAVIS BRYANT, '14, private, Co. E., 101st Engrs., A. E. F. Died in France, January 14, 1918, of ptomaine poisoning.
- JAMES P. CLARKE, '15, Captain. Died at Camp Bowie, Texas.
- MORTON E. COBB, '87, Capt., Q. M. Section, Res. Corps. Accidental discharge of revolver caused death, Newton, Mass., August, 1917.
- EDWARD S. COUCH, '19, 2d Lieut. Co. B, 1st Bn., 22d Inf. Death by accident at Fort Leavenworth, February 6, 1918.
- WILLIAM EASTMAN, JR., '18, Instructor, Army School Military Aeronautics, M. I. T. Death by accident, November 2, 1917.
- EMILE B. GAILLAC, '18, private 101st Engrs. Died in France of bronchial pneumonia, November 7, 1917.
- ROYAL ROBBINS HEUTER, '06, 1st Lieut. Killed in a motor accident before his departure for Plattsburg, August, 1917.
- EDWARD E. HIGGINS, '86, Ensign, Coast Defense of Conn. Died, June 20, 1917, from overwork.
- JOHN H. HOLLIDAY, JR., '05, 1st Lieut. Design Section, Gun Div., Ord. Dept. Died at the Georgetown Hospital, Washington, D. C., of pneumonia, December 23, 1917.
- CHARLES E. JONES, '17, Cadet, Avia. Sec. Sig. Res. Corps, Observation Pilot. Killed in an airplane accident in France, February 15, 1918.
- JOHN G. KELLY, JR., '14, Lieut. 10th Engrs. (Forestry), A. E. F. Death by motor accident, March 18, 1918.
- HENRY LAMY, '13, private, 132d Inf., 28th Co. Army of the French Republic. Died October, 1915.

- HENRY F. LEWIS, '05, Lieut. 100th Bn., Can. Forces. Wounded and captured in Battle of Vimy Ridge, April 12, 1917. Died the same day in Bavarian Field Hospital.
- ERIC WIER MASON, '14, 1st Lieut. Siege Art., British Army. Died of wounds August 12, 1917.
- T. CUSHMAN NATHAN, '20, 1st Lieut. Aviation. Killed in airplane accident at a training camp in Scotland, March 20, 1918.
- HARRY A. ROBERTSON, '10, 1st Lieut. Inf., Can. Forces. Killed May 11, 1917.
- HENRY SOUTHER, '87, Major Signal Officers Reserve Corps. Died at Fort Monroe, Va., August 15, 1917, following surgical operation.
- GORDON STEWART, '20, Cadet Pilot, Army Air Service, A. E. F. Died of spinal meningitis, in France, January 13, 1918.
- THOMAS A. TILLARD, '09, Royal Flying Corps. Killed in action December 6, 1916.
- PAUL GAUTIER VIGNAL, '14. Killed in action in France, January, 1915.
- KENNETH WEEKS, '12, Foreign Legion in France. Killed June 17, 1915.

## HOW TECHNOLOGY KEPT ITS STUDENTS

### The Undergraduate War Spirit, How Satisfied, How Sublimated

THERE is no doubt that the undergraduate of draft age, and to a smaller extent the student body at large, have had an uncertain time of it during the last school year. The man who resolved to get into service anyhow, school or no school, draft or no draft, was little troubled. The same is true of the man who resolved to stick to civil life till he had to be pried loose from it. But the conscientious man, who knew he was needed, yet knew also that the longer he stayed in school the more valuable he became, and who naturally wanted the opportunities to do good work which a commission would give him . . . this was the man for whom the apparent impossibility of getting specific and final decisions from the War Department on the subject of technical students made the first term of the year rather difficult.

The Institute did what it could for these men. At the beginning of the year there was certain dissatisfaction, which could not be explained away, on the part of men who had believed that their giving up the summer to military work here in Cambridge would in some way affect the working of the draft on them. This proved to be untrue; men were drafted as privates and remained privates. There was no official recognition of any military work the Institute was doing. There were difficulties, apparently, in the way of constituting an R. O. T. C. here. On that possibility a great many men seem to have relied. This made for dissatisfaction, and there seemed no hope of getting rulings on the draftability of technical men. Even conscientious students were heard declaring that they could see no use in staying on after December 15, the date on which all enlistments were to cease, that the Institute had done nothing for them and that they were going to leave and "get into something quick." The official establishment of two R. O. T. C. units for Coast Artillery and the Signal Corps, with the proviso that men who took the work and examinations satisfactorily should receive a reserve officers commission on graduation, did something to quiet the unrest. (The full story of the R. O. T. C. was told in the January *REVIEW*.) But the uncertainty remained.

What good was the R. O. T. C. to a technical student if he might be drafted automatically without choice of enlistment? Doctor Maclaurin set himself to get the answer. The Engineering Societies of America, through representatives at Washington, tried also to get a reasonable ruling out of the War Department. The unrest was so strong among the students, so many men were leaving, threatening to leave, neglecting their work in consequence that President Maclaurin called a convocation on November 26 to discuss specifically the ruling that all enlistment closed on December 15. The convocation was crowded.

The president said in part:

"Another reason suggested for early enlistment is the interpretation that has been put on the recent order suspending enlistments after December 15. Men have said that now is the last chance. If they do not enlist before December 15 they can never do so. They are willing to wait patiently for a limited period in order to finish their technical courses provided they may have a chance of service later, but they want that chance and they will enlist now rather than lose the chance forever. To clear up this matter, I telegraphed recently to the Secretary of War and the reply received yesterday is as follows: 'The suspension of authority for voluntary enlisted registrants effective December 15 will not be construed as preventing enlistment of qualified candidates for Reserve Officers Training Camps. The new regulations provide for voluntary induction of registrants into the service out of their regular order which it is believed will satisfactorily cover cases of students under technical training.' That seems to me to settle the matter. If you really want to fight you can get into the service after December 15 just as before except for technical forms and phrases.

"In conclusion I should like to say that the operation of the draft relieves every citizen from all responsibility regarding the number of men required in military service. Those in authority can draft as many men as they think are needed and there is no obligation on any one else to press forward his claims for service. The military needs will be cared for as a prime necessity. There is a grave danger, however, that the industrial needs will be overlooked or disregarded, and if the wheels of industry do not go round as they should the military effectiveness of the country will suffer. Both during the war and for several years after its conclu-



sion, the demand for technically trained men will be far greater than ever before, and not only the demand, but the need. Every student, therefore, should seriously consider whether he is doing right as a patriotic citizen in disrupting his technical training."

This, particularly the announcement regarding voluntary induction, did much to settle the undergraduate mind, though there were a good many who still demanded definite rulings about the draft, rulings which the Institute was apparently not able to obtain. But another strategic step was taken, in the middle of December, by the announcement to the students that the Faculty had decided to speed up the courses, to work all summer and to omit part of the last term's work, thus enabling all classes to get through in little more than three years. This cheered everybody up and many resigned themselves to uninterrupted hard work sweetened by the thought of an early graduation as trained men.

To help this spirit along, the War Department shortly afterwards issued a ruling which said in effect that any student who was any good at all might enlist in the Reserve Corps of the Engineers and so long as his professors vouched for him might continue his studies and so be free of the draft. The exact text of General Crowder's ruling said:

"Under such regulations as the Chief of Engineers may prescribe a proportion of the students pursuing an engineering course in one of the approved technical engineering schools listed in the War Department, as named by the school faculty, may enlist in the Enlisted Reserve Corps of the Engineer Department and thereafter upon presentation by the registrant to his local board of a certificate of enlistment, such certificate shall be filed with the questionnaire and the registrant shall be placed in Class V on the ground that he is in the military service of the United States."

*The Tech* of December 13 added:

"The regulations of the Chief of Engineers limit this privilege to those students to whom the school issues a certificate, properly attested by the president of the school, stating that he is a regular student in good standing, as a candidate for an engineering degree, and that in the judgment of the faculty of the school, based upon his academic record supplemented by his relations with fellow students and by observation of his instructors, he may fairly be



regarded as deserving a place in the first third qualitatively of the young men graduating from the Institution during the past ten years.

"This means that the students of the Institute, by enlisting in the corps, will be permitted to continue their studies indefinitely, unless the emergency for men reaches bounds not expected by the War Department. The students are viewed as military assets of the future and enjoy preferred classification, as do medical students in certain cases, so that they may complete their courses. Upon graduation they revert automatically to their former classification and may be called out immediately as enlisted men of the Engineer Reserve. Although enlisted men, yet the fact that they have completed their courses is taken into consideration, and accordingly their chances for a commission are much greater than would be otherwise.

"The problem of engineering students in the draft was presented to the War Department by M. S. Ketchum of Boulder, Col., president of the Society for the Promotion of Engineering. He filed with the Secretary of War copies of resolutions adopted by various engineering societies, notably the Student Section of the A. S. M. E., urging special consideration for engineering students because of the value of such men, when trained, to the military establishment. At the meeting of the A. S. M. E. recently held in New York, it was decided to recommend to the Department that some amendment be made to the selective service regulations, by which 6000 students of 117 technical schools might be entirely exempted. The direct outcome of this recommendation was the recent ruling."

This ruling, which really put all competent Institute students who so desired in Class V, did a great deal of good. A large number of men enlisted at once and the remainder, feeling that the War Department wasn't actually "laying for them," settled down to its studies and activities with more zest. The discouraging results of the summer work and their fall uncertainties were forgotten.

Since then the efforts of the authorities have been devoted not so much to keeping the present students here—for they are sticking very well, thank you, as the February registration shows—but to speed up production and shorten courses. An unprecedented step was the admission in February of over a hundred sub-freshmen, picked high school men, entered without examination,

who by working all summer will join the regular sophomore class next October and so graduate in three years—or less.

As for the present seniors, it was thought best not to hurry them too much, but to give all who had not been drafted or voluntarily inducted as complete a training as possible. They may be given their diplomas in the spring, but they will not have lost much of their usual course. The juniors, on the other hand, by taking time by the forelock could be graduated, it was thought, in October after a stiff summer intensive course. But the Faculty recently decided that such a course would eliminate too much of their really necessary professional work. The present Class of 1919, therefore, will graduate next January instead of next October, losing only a term's work on paper. And the loss is only on paper, since the courses are being squeezed free of the last drops of inessentials and six months' work packed deftly into three. Of course, all men leaving between October and January for actual service will be given their degree. There is a little grumbling at this postponement, but on the whole it seems to the undergraduates as to the Faculty a wise one. Provision has been made for those financially unable to stand the strain of a summer term.

The result of all this has been that Technology stands in no danger of suffering such depletion as have the other colleges. The War Department will allow competent technical students to complete the course here; the Institute will speed and intensify that course towards an early graduation; they will go out, trained for engineering, to jobs that even now clamor for them. They will be serving their country in the wisest way. This view of Technology is spreading. The eagerness of preparatory school boys to enter in February, the appearance of some from schools which have never been known to send a boy to the Institute—these show definitely that a course at Technology is beginning to be looked on as virtually war service of the most valuable kind.

And one thing more! There has seldom been a better spirit among the boys, especially in their activities. In the autumn there was a good deal of zealous and mistaken activity urging the undergraduates to give up their activities and concentrate on their studies and what was called somewhat vaguely "war work." The psychological absurdity of this was manifest. Here were boys just bursting with suppressed desires to be active. They had voluntarily renounced the safety valve of active service; they

were repressing their desires in order to do hard work. But they couldn't study all the time! (As a matter of fact, even the intensive courses do not demand many more actual hours of work a week.) And they weren't interested much in "war work." That is for women and the middle-aged. They obviously had to have a safety valve, and to take their activities away would have been a serious blunder, as well as something like a breach of faith. The Institute had begged its students to stay with it. That implied the normal undergraduate life if the place were to be even endurable. To have abolished the normal undergraduate life would have been to make it unendurable—a process both stupid and disingenuous.

But the saner sentiment among the undergraduates, instructors and alumni prevailed—and the activities remained. Athletics, musical clubs, papers, Tech Show—all are flourishing. But especially interesting has been the instinct towards originality, the impulse to try new fields which this splendid spirit has stimulated. The *Technology Monthly* which was dead is alive again, publishing an excellent popular magazine of pictures and articles. The long-awaited Technology comic magazine has made two bows, very creditably. It is called *The Woop Garoo*. And there are other ventures on the stocks. In short, we believe that there is more live student life around the Institute this spring than there has been for a long time. It is eager, it is original. You can't keep it down. And why? Because it is the logical, inevitable safety valve of the war spirit in these young men who have suppressed their wish to go into service for the sake of the reputation of the Institute and for their own future efficiency.

ROBERT E. ROGERS.

## "TECHNOLOGY IS WIDE AWAKE"

### Professor Pearson Answers the "Herald"

THE following editorial appeared in the Boston *Herald* and was answered by Professor Pearson of the English Department of the Institute.

"The college presidents who attended the conferences on war education in Chicago last week must have been impressed by the vigorous assertions which came from among their own number to the effect that American education in its higher branches is today being carried on wastefully and without any proper adaptation to the new situation which confronts the country. President McCracken of Lafayette College went so far as to advocate the appointment of a federal educational administrator whose duty it would be to secure the pooling of all college interests. This, he intimated, would be the only effective way to prevent that waste through competition and duplication, which is just as objectionable in colleges as anywhere else at a time when all energies are being bent to the conservation of national resources and energies.

"Here is in truth a startling proposition. Its practicability may be out of the question, although that is not at all certain, for we have seen various things hitherto accounted impractical come to pass during the last nine months. The significant thing is that any such radical project could be seriously put forth by an educator of high standing and conservative inclinations. It indicates how rapidly everything in our national life is whirling toward the maelstrom of centralization. Is it not high time, therefore, for college faculties to sense this unmistakable trend and to grapple manfully with a situation which may completely pass beyond their control if the war lasts a year or two longer?

"Why, for example, cannot all the colleges of New England agree to admit during the war period any graduate of a public high school without additional examinations, thus helping to recruit their attendance up to the normal level? Why cannot all our institutions of higher education be put for the duration of the war on a twelve-months' basis, omitting the long summer vacation and thus enabling the work which ordinarily takes four years to be

done in three? Educators of the cloistered variety will balk at these and similar innovations, but not all members of college faculties are of this type, and it is these latter who should take the problem in hand.”

*“To Editor of Herald and Journal:*

“Readers of the editorial in your Monday’s issue entitled ‘Are Our Colleges Awake to the Situation?’ may be interested to know what readjustments are being made at the Institute of Technology to meet the conditions which your editorial so well analyzes.

“Within two months after the beginning of the war the Institute had made arrangements for giving to its advanced classes during the summer special courses which would enable them to anticipate work that ordinarily would be done in the following year. The considerable number of juniors who availed themselves of this opportunity are well on the way toward early graduation. It is expected that the chemists, who are greatly needed in war work, will be graduated during the month of April. Members of the senior class in other courses who have entered the army and who were in good standing have already been given their degrees.

“The present junior class is having its program of studies readjusted, with a view of accelerating their time of graduation. They will drop out substantially a term of their senior work, will study throughout the summer, and, if they enter the national service, receive their degrees about October 1. By this means they will be ready for service eight months earlier than they would have been in normal times.

“Finally, in order to meet the need for men trained in technical lines, which is growing more exigent with every day, and which, as far as present indications go, is likely to continue for the next four or five years, the Institute is admitting a special class of freshmen who will enter on February 4, at the beginning of the second term. These men, as your editorial suggests, are to be admitted without additional examinations, the certificate of the master of the school that they are of sufficient maturity to do the work of the Institute being deemed enough. They must, of course, be in good physical condition to stand the strain of continuous work. The response which is being made to this offer of the Institute to take in men at this time justifies the wisdom of this radical departure from its traditional methods as to time and

conditions of entrance. There is every probability that the new class will be composed of an unusually fine group of students, anxious to pursue their higher education without delay, in order that when the time comes they may be able to serve their country as trained engineers.

“HENRY G. PEARSON,

“Massachusetts Institute of Technology, January 14.”

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## THE LARGEST WAREHOUSE IN CAPTIVITY A TECHNOLOGY PRODUCT

'93 and '95 Share the Honor. Guess Who or Whom?

TECHNOLOGY men will be interested to know that the firm of Fay ('93), Spofford ('93), and Thorndike ('95) will engineer the construction of the new army warehouse to be built in South Boston. This structure will have the largest floor space of any building in the world. To be more definite, the floor area will amount to about sixty acres, which is the total acreage of the Boston Common and Public Gardens combined. One side of this mammoth structure is 2400 feet long and would reach from the Hotel Touraine on Boylston Street to the Parker House on School Street, while the width will equal the frontage of the Tremont Building on Tremont Street. Doubtless many other Technology men will be engaged to work on this warehouse, as a small army of engineers will be required in order to complete the building in the time demanded.

The firm of Fay, Spofford and Thorndike presented three plans to the War Department, each one of which would greatly increase the capacity of the port. The plan adopted called for a dock and warehouse to be built on the land along the reserved ship channel beyond the L Street bridge.

Fay, Spofford and Thorndike are now working day and night on the design for the plant, which is to be completed inside of a year. In fact, the engineers figure that there is a possibility of completing it inside of nine months. Furthermore, the building is to be erected one unit at a time, so that one-third of it will be ready for business by the middle of the summer.



## A TECHNOLOGY ENGINEER IN FRANCE

### A Man's Size Job on the Less Picturesque Side of War, Building Depots, Transporting Supplies. Typical Letters

WHEN the declaration of war with Germany came, one of the first men to offer his services to the government, in his line of work as an engineering expert, was Mitchell Mackie, '04. A month later, he had received his captain's commission and was on his way to France, arriving there on the first transport carrying expeditionary forces. He stepped foot on French soil within one hour after the landing of the first American soldier. Captain Mackie had the opportunity of watching the American mobilization from the very first and has had, in increasingly responsible ways, charge and supervision of the motor transport work. Recent assignment has again given him promotion, until he stands near the head of this important branch of work.

Although censorship prevents detail of military operations in France, Captain Mackie's letters to his wife carry many interesting bits of fact and sidelights on soldiering in France, which make fascinating reading. Through Mrs. Mackie's courtesy, the REVIEW is publishing the following extracts:

August 12.

"Last I drove to ——— to attend a dinner to which an American shipping man had invited me. It was wonderfully interesting to me. They were speaking seven different languages at the dinner table, and I sat next to Countess Tolstoi, who was born in America. Her husband was a Russian and was killed in action. She took up war nursing and has been decorated by the French with the *croix de guerre* for bravery under fire. On my other side was an American colonel who was with Hindenburg in his advance on Warsaw. Then, also, the American naval officer (can't use names) who has charge of all our sea transportation. This is the first time since I left home that I have been away from actual army duty, and we were gone only a few hours.

"The four-leaf clover you sent me is still in my hat band and has certainly been lucky to date. How I wish I could write you of all our experiences and the things we hear of, first hand.



"Not very long ago I saw about three hundred planes at once and also saw where an enemy attack had been made, but they missed their objective. (Better luck for Uncle Sam!) I don't know how long it may be before I see you again, but in spite of this, the longer I am here the more I realize that we are all needed and that every able-bodied man in the United States must be trained before this war is over. Our end of the job simply staggers a person used to ordinary figures.

"Whenever you get lonesome, just remember that it is much better that we come over here to fight than take a chance of having our homes in the condition of some European homes. It's got to be done, and the sooner we start, the sooner it will be over.

"We are very comfortable and have good food. We are, of course, under canvas, but it is not very cold yet, so we don't mind. Breakfast today: coffee, bread, jam, potatoes and bacon. Dinner: bread, potatoes, jam and meat stew. Supper: meat, rice with syrup, coffee and blackberry pie. (The men pick the berries.)

"Am awfully glad you feel proud of my going first and think as time goes on and developments become known that you will appreciate that it was the best thing to do, even though it seemed hard at the time. It has been wonderful to be here before anything was done, and be in all the work which paved the way for those to follow, and get the experience, which, of course, the ones who come now will never have. My work has almost entirely to do with transportation of every kind of supplies that you could name, and the getting ready of transport units of all sorts, to be put in service. We do the first work and get them organized and start them off. We have our hands on all motor transportation one way or another. We make little use of railroads in our work, as the roads are good and the overland method saves time.

"Absolutely haven't had time to study French, and only know a few words and no grammar. I have an interpreter, which, of course, as long as I am busy, keeps me from the necessity of having to learn the language. Fitting a dress must be about as bad as fitting a uniform at a French tailor's, when he can't speak English and you can't speak French."

September —.

"Every one who is in a position to go and should have gone will go in the end and take what is left, and do just what they are told to do. This war is not yet over and there are many men in

France waiting for the time when the slackers arrive—lots of jobs ready for them. There is only one way to do—make up your mind what is right and then do it. It's hard now, but don't you think we'll be happier after this war for having done our share?

"So you want the hours. If I give them, will you promise to follow also? Reveille at 5.30 A.M. (roll call), then breakfast and work until noon. Dinner, and the men have a rest until 2 P.M., but at 1.30 I have first sergeant's call, which means all first sergeants report to get their instructions and be told what is not going as it should. The regular 'quitting' time is 7 P.M., with supper at 7.15, but this only applies when all the work is done. We have very good meals and our outfit has the reputation of being the best 'feeders' in France. We handle all the grub, so it would be our own fault if we did not get enough to eat.

"I know that it seems foolish to you that I don't write as much as some others do, but the orders are against it (probably for very good reasons) and information leaking out does no one any good unless it is the Germans. I expect officers, as well as men under me, to obey orders to the letter and I do the same for my superiors, regardless of what others may do.

"There is a machine which is temporarily in my charge and I heard some of the men talking about it. Somebody said it had a plate on it saying it was given by a man because he was too small to fight. I went and looked at it and found the following on a small engraved plate: 'Given to Base Hospital No. 9 by Clarence Douglas Dillon, aged 8—because he's too little to fight.'

(EDITOR'S NOTE: Clarence Dillon is the little son of an intimate friend of Mrs. Mackie.)

"It certainly seemed funny that it should come through me.

"Better write them and let them know that their donation got to France."

October 18.

"The colonel told me today that I was the first officer who had made a real success on this job, but that other people knew it also and my new orders were waiting the commander's signature. We'll have to wait and see what they are. He said he didn't want me to go, but knew he could not keep me, as he didn't rank high enough. He also thanked me for my work and said he'd be glad to do anything he could for me.

"Just now I have six to eight officers here most of the time.

Quentin Roosevelt reported tonight. He's a mighty nice young fellow."

October 26.

"Met General Pershing today and my order has been signed, so guess you must have found another four-leafed clover. Am now commanding officer of two different organizations and adjutant and supply officer with third, which is to be a real outfit. My next real job is to build a big camp, complete with shops, barracks, etc. I am attached to 'lines of communication' and we are responsible for keeping the line in supplies."

November 23.

"All my nice quarters for the winter that I have fixed up are a thing of the past, and I am about four hundred miles away. After leaving my old station I traveled a good deal and one night in a hotel in a little French town I met John [John Mitchell, his brother-in-law] in the lobby. He looked fine and told me Willie [Col. William Mitchell, in command of American aviation at the front] was in the same place, so we had a reunion that night and sent your mother a cablegram. Have seen Willie once since and see John almost every day. He is working in a camp not far from here. My chance has come as I guessed it was going to, and now all I have to do is produce results. In my wildest dreams I never imagined such a stupendous undertaking being put on my shoulders. I am choosing officers to fill positions bigger than any job I, myself, ever expected to hold. Am now in the headquarters office with a French family that cannot speak a single word of English. I have two keys about six inches long, one for the gate in the iron fence and one for the front door. Will write more about the family when I get on better with my French.

"Tell the children I'm going to do my best to 'make good' in taking care of daddy's flag, but it's going to be a long, hard job."

## SMUGGLES A TON OF PLATINUM FROM RUSSIA

### How Draper, '95, Made the Heroes of Fiction Look Like Amateurs

*It isn't often that the REVIEW gets a human interest story as interesting as the following which it is reprinting from the Boston Sunday Post. But Technology men are having great adventures all over the world, these days, and probably Fred Draper is only one of them. If any alumni know of anything to match it, send it in . . . and we will start a department of stories to prove that engineering isn't all a quiet life. We might call it "One D—— Thing After Another."*

Twenty-one thousand ounces of platinum, the most sought-for war metal in the world, out of Russia over the Siberian Railway to Vladivostok! Nearly a ton dead-weight of the precious stuff! Two million dollars' worth of the only metal that can hold an airplane on its course without the aid of human hands; the only metal that can compel the torpedo to find its mark with deadly certainty. With the Russian Government tottering, the Bolshevik plot boiling, the army revolting, the peasants rioting and the disintegrating country honeycombed with German spies.

Firmly, but politely, Fred Draper, Tech '95, Yankee mining engineer, born and bred in Southboro, Worcester County, was told that much as the express company agents liked him personally, they could not see their way clear to impose a sure loss of \$2,000,000 on their stockholders. Quiet, unassuming Fred Draper got this amazing amount of precious metal out of Russia just as casually as though it were his luggage and golf sticks. It is safe in New York today. Uncle Sam greedily bought every ounce. Indeed, one cannot sell an ounce without governmental approval.

Six months ago the American consulting engineer and a coterie of his colleagues realized that platinum was to be one of the greatest needs of their country. At the same time they realized that each succeeding day lessened their chances of getting any platinum out of Russia. They knew the country and its people. They sensed the coming of the present chaotic condition of its affairs. They were aware of the desperate efforts of German agents to gather every possible ounce of platinum for the fatherland.

Under the spur of their knowledge there immediately began a campaign to buy as much platinum as could be safely sent out of the country in one shipment. No small task was this, because of the disorganized conditions in the platinum mines of the Urals. Those miners who were not under arms were on strike or simply loafing—eating sunflower seeds and fatalistically awaiting tomorrow to take care of itself.

Little by little Draper and the coterie of Americans gathered platinum. Here and there in the mining districts a few sacks. At a bank. From private individuals. All Russia was scoured. There was intense competition. Other nations' agents were on the ground also seeking the precious stuff.

Came the latter part of September last. The internal situation of Russia was ominous. The Americans foresaw the inevitable. Kerensky was doomed. The hand of German intrigue and propaganda could be seen everywhere. Whole regiments of soldiers ran amuck. In brief, there was no law, no order, no sense of responsibility in the land. If the platinum was to be gotten out of the country there must be no more delay.

By now there were 21,000 ounces of platinum deposited in the vaults of the Russian-English Bank on the Nevsky Prospekt of Petrograd. Mr. Draper hastily conferred with his colleagues. It was decided to ship the platinum out at once.

But the express companies flatly refused to accept the shipment. There was no governmental guarantee for them that any train in Russia would ever reach its destination. It was a common occurrence for a regiment of soldiers in one city to hear of better food in another and commandeer a train in order to get there. There was no court of appeal and the officers had lost all control of their men.

It was emphatically up to Fred Draper to get the platinum out himself, and with the characteristic energy of a Tech-trained American mining engineer he set about doing it.

The Trans-Siberian express was due to leave on its weekly trip to Vladivostok on the following Tuesday—the 2d of October. Three days before, having made his wife and three young children ready, Mr. Draper interviewed the minister of railways, and by bringing every possible bit of influence to bear on that gentleman secured the remarkable privilege of reserving three whole compartments on the express.

"The American embassy, you know, Mr. Minister," the engineer explained smoothly, "is very anxious that I should get certain things in which it is very much interested to America.

"I might say that I am to be a courier of the embassy, so to speak. Otherwise I should never presume upon the valuable space of the express." He left with the required reservations.

Early Tuesday morning the mining engineer saw his family safely installed in one of the three compartments of the express at the Nikolai station. Going outside the station, he leisurely summoned a drayman and ordered him to go to the English-Russian bank for nine boxes which were to go on the express.

The transfer of the nine boxes, each marked Russian-English Bank, and bearing huge impressive governmental seals, was made quickly. The Nikolai station was a half-mile away down the Nevsky Prospekt—filled with soldiers, sailors and workmen. The dray started, and Draper followed closely behind in a cab. Following a prearranged policy there were no guards.

Right at the beginning the Southboro man had his first attack of incipient heart failure. The station guards waxed wrathful at the idea of the heavy boxes taking up passenger space in the compartments. While the boxes were small, measuring approximately two feet, long, wide, and deep, they were exceedingly heavy. The heaviest one weighed 350 pounds; the others less, according to the amount of platinum in them.

Fortunately there was plenty of time for persuasion that the boxes contained "Embassy document"! Persistent repetition of these two magical words, together with liberal tips, finally convinced the guards that the boxes must contain "embassy documents." It was some tribute to Yankee coolness, patience and tact that they were passed.

Then followed the nerve-wracking wait for the express to start at 8.30 o'clock. Had the German secret agents who held positions in practically every bank and business house in Russia got wind of the shipment? If they had, the coup was predestined for disastrous failure. For they would move heaven and earth to prevent its getting out of the country.

The coaches filled rapidly. Americans, Englishmen, Japanese, Chinese, Australians exchanged greetings. Russian officers, soldiers and civilians hustled through the train corridors.

"I'd stick it out here a bit longer," an Australian army officer,



returning from the fighting front, told the American, "only there's no getting platinum for automobile magnetos."

Draper was lounging near the two compartments with his 21,000 ounces of platinum. He sympathized with the Australian and deplored the shortage of the precious platinum. He was not to laugh at the incident for several tense weeks.

It was now a minute before starting time. On the platform several Russian officers were protesting violently over the space assigned to Mr. Draper. Small wonder. Not another train for Siberia for a week. Parrot-like, the station master repeated "embassy documents" and with growls at everything American the officers went off.

Finally the station gong sounded. The express got under way. Fred Draper drew a sign of relief, even though he knew his troubles had not yet begun. There was one consolation. The telegraph was out of order. No one could intercept him and his precious platinum should the Wilhemstrasse agents ferret out the knowledge after his departure.

From that time on he conspicuously avoided the two platinum-filled compartments. He went to dinner, leaving them unguarded. He turned into his berth that night without leaving a watch upon them. He strolled near them only occasionally.

Not until fifteen hours later at Vologda, where the Moscow-Archangel line crosses the Trans-Siberian was he apprehensive. It was the first big town east of Petrograd and the station was filled with demobilized soldiers.

The soldiers were intent on commandeering the train. Drunk with freedom from discipline, they formed a dangerous mob. Once in possession of the train they would be sure to loot the boxes. An anxious fifteen minutes followed while their officers harangued them. Finally, all but fifteen were argued into waiting for another train.

The stubborn fifteen climbed on top of the cars and clung there when the train started. At the next station, however, where there were no soldiers, they were forced to get off.

These disbanded regiments of soldiers were now the principal cause of worry to the mining engineer. Their will was the only law of the wild country through which the Siberian railway passes. Every train the express passed or met was a soldiers' train. Time



and time again the express was forced to wait while a soldiers' train pulled out ahead of it.

All the while the \$2,000,000 worth of platinum remained unmolested in the two compartments. As long as no one attempted to lift any of the boxes Mr. Draper felt safe. He had his fellow passengers fairly well judged the first few days out. They seemingly had lost all interest in the boxes. He mixed with them freely.

The suspense was nerve-killing. At any Siberian town a band of ignorant soldiery might spoil the coup in their clumsy passion. If his boxes contained gold the engineer would not have been nearly so concerned. It was easy for America to get \$2,000,000 in gold, but not 21,000 ounces of platinum in a lump.

Nine days of weary, monotonous travel were thus experienced. The express was falling hours behind schedule time every day. Then came the exciting stop at Irkutsk, near Baikal Lake, in the lower heart of Siberia. The city was completely in possession of two regiments of liberty-crazed soldiers.

A few days before they had proclaimed that all the property and possessions of every man whom they had ordered to take up arms should be divided equally among them. This and a score of other weird interpretations of the socialistic doctrine of division of property were being indulged in by them to the limit. They were responsible not even to themselves.

On arrival of the train, disorder was reigning supreme in the vicinity of the station. Draper congratulated himself that they only seized the engine of the express. Another engine was obtained and the train went on.

At Irkutsk disturbing rumors of the depredations of the Chinese bandits of Manchuria were heard. So that when the Manchurian boundary line was reached there was great apprehension by everybody on the train—not excluding Mr. Draper.

Here at the boundary station was the customs inspection that Mr. Draper was dreading. The Russian customs inspector proved to be extremely officious.

"I cannot accept 'embassy documents' as a declaration of the contents of your boxes. I have only your word and you have not satisfactory credentials," he insisted. All the while Mr. Draper stood in the corridor, blocking the man from handling the boxes as the argument continued.

"My superior will not be satisfied with my report," he went on.

"Very well; go and get your superior," Mr. Draper retorted with utmost nonchalance.

Between the man's ignorance of the whereabouts of his superior and his own cupidity, the boxes were finally passed.

At Popogranichnaya the express touched Russian soil again. Here Mr. Draper found the telegraph working and he advised the American consul at Vladivostok of his coming. A day and a half later the express, two days overdue, pulled into Vladivostok, thirteen days after leaving Petrograd.

There was a quick, joyful transfer of the precious platinum to the vaults of the Russian-Asiatic Bank. Taking his family, Mr. Draper sailed on the next boat to Tsuruga in Japan. Thence he went by rail to Yokohama to arrange with an express company for the shipment and insurance of the platinum left behind in Vladivostok. It required eleven days to get a reply to cables to America.

Three weeks later he was back to Vladivostok with the treasure still a weighty responsibility, for Vladivostok in the hands of the Workmen's Council was a dangerous abiding place for any one with \$2,000,000 in his possession. Particularly when, as Mr. Draper discovered, there had been a "leak" somewhere as to the contents of his boxes.

Holdups were a daily occurrence, and there was little or no redress for the victim. One Vladivostok business man overawed three highwaymen by getting the drop on them with his revolver, but on marching his prisoners to the Militia station—"police" is a tabooed word in Russia—was informed that the jails were full and that he might as well release the highwaymen.

The weekly steamer to Tsuruga was leaving, a day late, on Sunday, November 11, and with great difficulty the bank was induced to open for the transfer of the platinum. Still pursuing his policy of conspicuous carelessness, Mr. Draper declined an armed guard. He engaged two Chinese coolies and their drays, and with a great show of indifference watched the boxes being loaded.

All the ruffianly cutthroating riffraff of Vladivostok saw the boxes as the drays passed through the worst part of the city on their way to the dock. The few workmen soldiers patrolling about would have been of no protection if needed. Rather, they would have led an attack on the boxes, which were finally placed aboard the steamer.

At 5 o'clock the steamer whistle blew, announcing that the boat would leave in a half hour. Mr. Draper bade good-by to the bank cashier and went below to the stateroom where the boxes had been stored. But the steamer was still at dock when the half-hour was up. A badly broken feed pump was the cause, the captain told him.

Mr. Draper was now experiencing the most nervous moments of the whole trip. He feared that the "leak" of the contents of the boxes might have been more serious than he first thought. And this fear grew as darkness came on. Was the feed pump repair work "camouflage" for a plot?

His fears were relieved at 11 o'clock when the captain assured him that the steamer would sail at midnight. He went below to his \$2,000,000 stateroom at this and retired. Awaking at 8 o'clock Monday morning, he was dumfounded to see that the vessel was still at her dock.

The worst was yet to come. On docking again after starting on a voyage one would imagine the steamship line manager would be around to learn the reason. Not at Vladivostok. The captain did manage to find the assistant manager, who thought that the manager might be on hand the following morning.

"We are late sailing, anyway. Three days late. We will, therefore, sail on next Saturday, thus leaving exactly on our scheduled time."

"Ye Gods," groaned Mr. Draper, but daring not to give any evidence of his feeling.

Again he telephoned to the bank. Again he bargained with coolie draymen and again his 21,000 ounces of platinum were carelessly carried through the streets of Vladivostok.

Came Saturday, and the steamer actually did depart. Mr. Draper had become so accustomed to the indifferent handling of his treasure that he no longer turned a hair as it went on its unguarded way.

Thirty-six hours later the steamer reached Tsuruga, Japan. There a special car on a Japanese railway train awaited the treasure. Yokohama was quickly reached. The treasure was rushed to the strong-room of an express company and the American engineer drew his first real breath of contentment and ease since leaving Petrograd a month and half ago.

Japanese newspaper reporters had had their imaginations ex-

cited by the private car and openly hinted in their stories that Mr. Draper was some sort of a spy. Whereupon government detectives began shadowing every member of his family, but Mr. Draper's complaint to the American embassy caused their removal and suppression of the stories.

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## CALENDAR CHANGES AT THE INSTITUTE

As a war measure the Institute announces that the usual entrance examinations for June will be replaced by the examinations of the College Entrance Examination Board. These will be held at the different places appointed by the Board, during the period, June 17-21, 1918.

The opening of the school year of 1918-19 will be delayed one week, and the date will be September 30 instead of September 23, as announced. This delay will affect also the examinations scheduled for September 12 and 14-17, which will come one week later, respectively. The registration will begin Thursday, September 26 instead of September 19 as announced.

In consequence of these changes there will be two classes of students who will have a week longer breathing spell, the newly entered freshmen and the juniors. It is a part of the plan with reference to the hundred and more sub-freshmen who came into the Institute in February, to have them continue their studies through the vacation, at which time they will have caught up with the freshmen entered in September. Particular attention was paid to the physical condition of these men so that the selection has been really of those who are fit. The week of delay will be very welcome to them and equally so to the class of juniors who will have been at their studies throughout the summer so as to anticipate their senior work and make it possible for them to get into the service of their country as M. I. T. graduates four or five months earlier than they would in the usual course of events. The plan of the junior camp of last summer has been the means of placing already some seventy or eighty men of the senior class at the Institute in military service or the industries allied to war, and this summer will witness a repetition of the process.

## FEEDING IN WALKER MEMORIAL

### What the "Boston Record" Reporter Thought of the New System

THERE has never been any complaint.

There are two sugar bowls, plenteously filled, on each of hundreds of tables.

"How do you do it?" asked I of Mrs. Helen B. McLean, the presiding genius of the Walker Memorial Dining Halls over at Technology.

"I do my buying ahead," said she. "The boys need the sugar and we have to see they have it—that's all."

Which was merely a beginning of the story of how one woman, still in her twenties, feeds 1500 hungry students, soldiers and aviators daily; caters for club dinners and smokers and luncheons; hires and keeps in efficient running order 100 bakers, meat cutters, waitresses and pantrymen, dish washers, clerical assistants, and does it so well that there is no grumbling about the "grub."

"What's the secret?" said I.

"Give 'em what they want and plenty of it," said she. "There is no royal road to catering for 1500. Enough, of the right sort, is the simple recipe."

Now Mrs. McLean is a Simmons woman, graduate of the department of household arts, and Mrs. McLean believes in running things by system. As she will tell you, "it's no matter of personalities at all. I run away from the human side of the matter; I try to remain an unknown quantity to the diners down below, letting food and the service speak for me."

"Now," said I, "what do men like? Now—ahem—do you choose the food so that there are never any bread riots, as we have been brought up to believe is etiquette in student dining rooms of the masculine persuasion?"

"I specialize in substantial foods," the lady informed, "and foods not too *recherché*! Pie, for instance; today we have apple and prune and Washington made by our own bakers in our own kitchens. Then on meats—roast beef is a favorite. As to buying of meats, we buy them by the side and have our own butchers cut

it up in our shops downstairs, so that not a particle of fat nor the least little tough piece is wasted."

Which started a little tour round Walker Memorial, a tour that told of a country at war. For, in the balconies that are identical with those at Harvard Memorial, those used for curious and admiring female relatives to see how dear Archie has his dinner in these same, at Walker Memorial, are soldiers' cots two tiers deep with trim gray and brown blankets folded up soldier style at the heads of the beds, and an awning all round the balcony hiding it from the dining room below.

In deep, cement-proof, sunny storerooms in the basement were stacked hundreds of pounds of coffee and dozens of crates of biscuit and huge bunches of bananas, and tea in noble crates, and apples, and oranges, and flour and—yea—and even sugar.

"Tuesdays and Fridays are our meatless days—we have not a scrap of meat served anywhere except to the soldiers in training at Tech," said Mrs. McLean. "These receive meat by government orders. Wheatless days are preserved, although 'wheatless' at Tech means what it means everywhere else, that into the bread, rye and corn and graham, goes a small amount of wheat. 'And how do the boys take the meatless and the wheatless days?' Just fine. We have never had a complaint yet."

In the large dining rooms, in mission, where 700 sit at a time, where the two sugar bowls repose on the tables in all confidence, deft maids in white were washing up the linoleum mats and waxing the floors. Here was where the pride of the lady manager showed, when the woman who, at the beginning, had remarked that her work was none so wonderful, just doing the task that presented itself each day, suddenly became confidential.

"Not many dining rooms," said she, "you won't find many where the floors are swept and washed between each meal."

We are quite sure you won't. And at twelve the students trooped in, khaki-clad almost to a man. And the roast beef with jelly, and the salads, and pies and rolls, and milk, and steaming bread pudding that they bore on their trays to their tables, and the satisfaction with which they "fell to" was comment sufficient on the good judgment of the woman who handed down the maxim—"give them substantial things, give them enough, and you have settled the problem forever."



## A VITAL MESSAGE TO ENGINEERS

George C. Whipple, '89, Fresh from Russia, Exhorts Us

"THE Engineer as a Social Force in the New Democracy" was discussed at the annual meeting of the Boston Society of Civil Engineers by the retiring president, Prof. George C. Whipple. He told what the engineers are doing to help win the war and pointed out some of the great opportunities that await them after the fighting has ended—chances that cover the entire world.

"The United States has been at war nearly a year," said Professor Whipple. "The victory is not yet won. But we are going to win it—that much is certain. We are going to win the war because we believe the cause of liberty is worth fighting and dying for, and because we have men enough who are willing to fight and die. We are going to win because American resources directed by American engineers, when added to the forces of our Allies, will turn the scale of military power in our favor. Victory will come; but what will come after the victory? The world will be made safe for democracy; but how is democracy to be made safe for the world?"

"It is hard to look ahead, these days, and very hard to see clearly, but never was foresight so much needed as now. Engineers, as a class, have been trained to look ahead. To draw a plan is to look ahead—and the planners of our railroads, our water supplies, our power distribution plants have seldom failed to exercise good judgment in forecasting the future. In recent years our forecasting has been largely on a mathematical basis, it has been a quantitative problem; but now the problem is different. Unless signs fail, there is going to be a social reconstruction of the world. In fact, this is now going on before our very eyes if we will but see. Ferrero said that when Rome fell the Romans at the time never knew that it was falling.

"The engineer must therefore extend his thought far beyond his usual bounds, because the new problem is not physical and mathematical, but rather political and ethical. The engineer must join with the members of the other professions, and what is more important he must join with the workers themselves, in laying



plans for the new democracy and the new social order which seems destined to come not only in Russia, but in England and Germany, in America, and, we may well say, throughout the civilized world. Because of his experience in looking ahead, because of his position as an intermediary between owner and contractor, between capital and labor, because of his habit of doing things in large ways, the engineer seems destined to play an important part in the coming reconstruction. The engineer's prominence in the war will give him added opportunities after the war is over. To the victors belong the responsibilities, not the spoils.

"It is hard to tell even in generalities what is going to happen, but some things seem reasonably certain. Autocracy is going to give way to democracy in all of the great countries of the world. This means that to a greater extent than ever before the political power will be in the hands of the working people, that persons of limited education will have more direct control than now of the policies and actions of their governments. The relations between capital and labor are going to change; the wage system will be modified and may even give way to some other system of payment based on the idea of profit-sharing. The great fortunes and the great holdings of land are going to be subdivided. The government may control not only the railroads, but other public utilities, as well as the basic resources of nature. We are going to live under new conditions, and, whatever our preconceived ideas, we must adapt ourselves to the new order. The changes will not come in a day, but they will come sooner than any of us would have predicted a year or two ago. Indeed, they have already begun.

"I hate the German nation as exemplified by the Prussian autocracy, with what, I hope, is a righteous hatred, and I am confident that Germany will be beaten and her present rulers blotted out; but I do not believe that a mere crushing of the German military power will bring peace to the earth. I believe that a readjustment of political and social conditions throughout the world is inevitable, and that peace and tranquillity will not come until these great questions are settled. We talk with disdain about the revolutionists of Russia and the word 'Bolshevik' has come to have a sinister meaning. But the ignorant, well-meaning Russian people are honestly seeking a way to build up a new democracy, social, political and religious, and we will do well to study their efforts. With their lack of knowledge and experience, with a dark

background of brutal repression, they are making grievous work of it. We, with universal education, with more than a century of liberty and free government as a background, ought to do better. The Russians have the spirit but lack the education; we have the education—do we lack the spirit?

“The engineer has a unique opportunity to be a great social force in the new democracy, to bring about harmony between work and the worker, to make work beneficent. The engineer is the planner of cities, the designer of factories, the builder of roads and railways, the distributor of power, the digger of mines, the operator of all sorts of industries. What has he planned and built and operated for? Chiefly for product. He ought not to be criticized for that. It is a major element in the problem, and he has been content to consider that as his particular work. But the engineer has greater opportunities than almost any one else to make working conditions and living conditions better for the worker. The engineer is often the inspector of the work done. Why should he not also be the inspector of the worker, and see that his yoke is made as easy and his burden as light as it can be reasonably made? Specifications are drawn for the product of work, why not better specifications for the worker?

“It would not be just to say that these things have been altogether neglected. There has been a considerable improvement all along the line in recent years. Health-protective measures are being put into specifications, provision is often made for the housing of workmen during construction; safety devices of all sorts are being rapidly put into factories; welfare work of many kinds is in progress; living conditions are improving; but these things have not been done as a matter of course, but rather by the compulsion of law or the benevolence or the patronage of the owner. The laboring people do not want these things in this way; they want them as a matter of custom and right. In fact, at the present moment the labor unions in America do not appreciate them as a great factor in their problem. They have two principal thoughts—more pay for less work, and uniformity of pay regardless of ability. The labor unions of this country are far behind those of England in appreciating the importance of the conditions under which men and women work and in planning a constructive program to secure these and other benefits for all the people.

“The labor unions must have a change of heart if they expect

to play the noble part in the beneficent democracy which they can play if they will. There are already signs of this change. The entrance of woman into industry is bringing conditions under which people work into the limelight, for women are by nature more influenced by their surroundings than are men. If labor fails to take the fair attitude, is selfish, and overreaches as capital has overreached in the past, the new democracy will fail. Unless American skilled labor adopts a broad-minded, constructive policy, in which the rights and welfare of all are considered, the pendulum will swing far towards proletariat control and then swing back to autocratic conditions. There should be a serious effort on the part of the engineer to prevent it from swinging too far in either direction."

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## THE OLD "CHAPEL" REJUVENATED

### Important notice to former frequenters

MANY of the men of Technology who were accustomed to gather for food, drink and interchange of ideas in the old tap room of the Hotel Brunswick would hardly recognize the new "Owl Tap," with its castle-like architecture.

Those who attended Technology when the Institute was directly opposite the Brunswick recall a small and rather dingy room in which they enjoyed their "beer and skittles." When commencement comes again, and those who hail from distant places walk into the Brunswick, a surprise will be in order.

The old bar room was about 15 x 20 feet in size and about as out-of-date as a place of that kind possibly could be. It was known to the students of Technology as "the Chapel," its name being suggested by the semi-Gothic treatment of the entrance.

The new tap room has been constructed in the place formerly given over to the laundry, with several rooms thrown in, and is suggestive of castles and all that sort of thing. There is a stone floor of irregular design, antique stone finish around the windows and doors and a high oak dado and oak ceiling. The bar itself is 32 feet long and has all the modern appliances for serving the patrons quickly and efficiently.

## JOE AND BOB

Robert H. Richards, '68, Reminisces About  
Joseph W. Revere, '69

ONE of the books that influenced me most when a boy was Hugh Miller's "My Schools and School Masters," in which he showed that the schoolmaster on the platform is not the only teacher, in fact, oftentimes not the best teacher the boy has. It is what we see with our eyes and hear with our ears in the wide world that teaches us best. I quote one of his cases: "The young midshipman standing on the deck as commanding officer holds his course with the wind blowing hard, after having given orders to the sailors on the mast, who have been trying three hours to reef the sail. A sailor slips down and whispers in his ear, 'Won't you please luff the boat a minute while we furl that sail?'"

Joe, in his relation to me as teacher of practical metallurgy, as sunbeam when I was down in the dumps and blue, and as humanitarian showing me in his own lovely way the relation of man to man, has helped me more than almost any other man to do what little I have been able to do in helping young men to acquire knowledge and make themselves useful. I will now recount a few little incidents, and in each you will recognize one of the three above-mentioned lines of helpfulness of Joe. Remember that Joe is younger than I and was in some ways officially my pupil.

In 1872 he asked, would I like to take a trip across to "The Coast" with him? Yes I would, was my answer. I met him at the Grand Pacific Hotel. On the street we met the Yo-ce-mi-te boy selling tickets shouting "Buy your tickets to the Yo-ce-mite." "No," says Joe, "we don't want any Yo-ce-mite." At the Steamboat Springs, where we tasted the chicken soup spring and others, the hot water was so charged with lime that it half filled a four-inch pipe in six months. At Bingham Canon we found Ellsworth Daggett smelting lead in the first water-jacket furnace that was ever made. Joe had previously helped Daggett to work that up.

At Fort Saunders near Laramie City we engaged Buck, a mountain guide, and rode on horseback thirty miles south towards

the Ute Pass to his cabin, where he told us stories of the grizzly bears he had shot with his rim fire 44 Ballard rifle. Before our eyes he shot an antelope at 300 yards, which pleased me so much that I bought the rifle on the spot, so Buck could buy his long desired Winchester repeater. The ride nearly killed me, as I was out of practice.

Later, in Boston, when class work got round to it, Joe said, "Now let's tackle the little copper blast furnace that Ordway built." We had our run, and from that day to this smelting copper and lead ores has been part of the regular school work, through the various developments that have followed.

Joe came in one day in spring and found me tired out and blue and said, "Let's go suckering." We went out to his father's house at Canton and had a delightful lunch where I had the great pleasure of meeting the ladies of the family. After lunch I was introduced to the suckers which weighed two to three pounds and were speared with a many-pointed fish spear. We must have landed eight or ten of them. They were bestowed upon those who would enjoy eating them.

On many other occasions Joe asked me to Canton to become more familiar with the copper blast furnace work and so help on our work for the boys.

One day Joe said, "I believe we could refine copper in that little reverberatory furnace." Accordingly, Fred Clark and I were invited to come out to Canton, and W. L. Howard gave us the treat of watching a copper refining operation through all the stages, working off the iron, working off the sulphur, the boiling stage, the over-oxidized stage, and the poling to bring the copper up to tough pitch; we got so we could take the sample and nick and hammer it for the silky fracture. At 2.30 A.M. Clark and I pulled out some food and began to eat it. Howard saw us and said nothing, but he knew what would happen, and happen it did. In ten minutes we were both nearly sound asleep, so he took us to his house and gave us each a lounge and a blanket and we were gone before our heads were on the pillow. Next morning a strange phenomenon happened. Howard came and waked my body so my eyes were wide open, but it took minutes before my mind was waked up. Then we went out to see the furnace. We had lost nothing. The between-time was only progressing along the line of removing the iron. Then we had the finish, the poling, the

testing, the wonderful dipping out the beautiful copper with its turquoise green color.

Sure enough we came back to Tech and with Joe's help we refined a batch of copper in our little reverberatory. Since then all the classes have done it as a regular class exercise.

Ordway asked permission to bring a party of our students to see the copper works and in the simplicity of his kindly heart put up a notice inviting all students to come. As this included both those who did and those who did not want to learn anything about copper, a large party went and did all sorts of fool things; they climbed to the roof of the buildings and shinned along the ridge-poles, and did other fool things. As a result, Joe gently informed me that the works were not a playground. From that day to this we have warned every student and group of students that when they visit works they must visit them as men to study and not as boys to play.

One of our students requested us to ask permission for him to visit the works and learn the processes practiced there. He, boy-like, saw innumerable foolish things that were not foolish at all and told his society friends what foolish people the company were to do such things. This came round the circle and back to the company and naturally did not give pleasure. Joe, in his kindly way, told us, "You can come any time, but students never again if that is what they do." From that day to this any student who has gone to any large works has been warned on all the points on which he must be careful. Many other slight indiscretions have occurred, but the above where Joe helped us out, blazed the way to make ourselves and our students persona grata in the large works.

Our Summer School in Cape Breton was engineered through Joe, who gave us the chance to work in the mines of the Dominion Coal Company, giving the boys a fine experience. The surface map made by the party gave great satisfaction to the company as a return for their good help.

So Joe has come out on top at every point along the line. He has taught us what not to do and when not to do it, and he has taught us how to do many things. All honor to Joe!



## UNDERGRADUATE LIFE

HOMER V. HOWES, '20

IN spite of the abnormal conditions which prevail at Technology, undergraduate activities continue to hold the same position in student life that they did in peace times. There has been much opinion expressed, both pro and con, the curtailment of many of the activities, but the general census of opinion is decidedly in favor of continuing them. This attitude is due to the realization that the great need of the government is efficient men as well as efficient engineers, and that any step which would deprive the student of valuable training would be a loss to the country.

Athletics have continued much the same as last year. The swimming team, in particular, has been very successful, as it won or tied every dual meet in which it was engaged. Among some of the strong teams which were defeated are Penn State and Wesleyan, while Annapolis managed to tie Technology 25-25 in one of the hardest-fought battles of the year. At the intercollegiate meet, held in the Brokaw Pool at Princeton, every Technology entry placed. Untersee in the dashes and Wales in the plunge were the stars of every meet.

The track team has also met with unusual good fortune. In the B. A. A. meet, which was the only important meet in which the Institute team participated, the short relay team defeated Harvard, the long relay team defeated Dartmouth, while the Freshman short relay team defeated Holy Cross. The cross-country team won the New England meet, and placed third in the Intercollegiates. A fairly heavy spring schedule has been arranged, and in addition to the regular schedule, a relay will be sent to Penn State April 26. The freshman track team has had marked success, defeating among others the Sophomores and Lowell High.

The smaller athletic teams, such as the wrestling and the gym teams, have not shown up to great advantage, although the crew promises to be a very popular source of exercise in the spring months.

Military work has naturally increased enormously, and has become vastly more popular than in previous years. There are



at present three military organizations at Technology: the Freshman Regiment, the R. O. T. C., and the Advance Battalion. The Freshman Regiment is run on the same basis as in former years with the exception that now the freshmen face the probability of another year's drill, and an affiliation with the R. O. T. C. This second year's drill is to be compulsory. It will interest alumni to know that the time-honored blue uniforms, with their charming baby-blue breast cords, have been laid aside for the more serviceable olive drab or khaki.

The R. O. T. C. is composed of sophomores, and is divided into two sections: the coast artillery, and the signal corps. The latter is open exclusively to men in Course VI. Both sections have received a large amount of their training through the medium of lectures, although a fair amount of time is put in either at the armory working about the big guns, or about the Institute getting signal practice. The units together comprise about one hundred and fifty men.

The Advance Battalion is now made up of about eighty men from the Junior class. The work of this organization is not so well defined as that of the other two, and it is impossible to give an accurate account of the duties of the men enrolled.

The biggest event of the school year was, of course, Field Day. All events this year were hotly contested, and the entire day was in doubt until the very last, as the score 5-4 will indicate. The Class of 1920 won both the tug-of-war and the relay race, and thereby clinched the honors. However, the freshmen won football and the 1921 crew crossed the line ahead of the 1920 crew. Had the rowing race been counted in the final score, as will probably be the case another year, the sophomores would not have won their second consecutive Field Day. In the evening Tech Night was observed at the Wilbur Theater where the musical comedy "Love-of-Mike" was played.

Two activities of extreme importance have marked the work of the T. C. A. The first of these was the campaign for funds for the Y. M. C. A. dug-outs in France. This campaign netted over \$8000 for the worthy cause. The second important action was the establishment of discussions groups in order to bring the student into closer realization of what we are fighting for. These discussions are led by Institute professors, and are held at the fraternities, in the dormitories, and in the Caf. They are to extend over

a period of six weeks, and deal successively with such phases of the question as "Is a permanent peace possible?" and "Have the smaller nations an equal chance?"

There have been numerous social events during the year. The two most important of these were Founder's Day Smoker, in honor of William Barton Rogers, and the Kommers Smoker, at which the 1918 Tech Show was discussed.

Two new social events were inaugurated in student life this year: the Pow-Wows, and the Dormitory Dances. The Pow-Wows were held Sunday afternoons in the Walker Memorial, and had for speakers such men as Prof. Ralph Adams Cram, and Capt. Donald MacRea, who dealt with subjects pertaining to the war. The dormitory dances proved to be great successes, and succeeded in bringing together and making better acquainted the men who live in the dormitories. These dances were held in the Walker Memorial.

The Musical Clubs held their usual winter and spring concerts. On account of the difficulties of transportation, however, they gave up their February trip, and instead the orchestra went to Camp Devens and played for the soldiers.

As the REVIEW has previously stated, *The Tech* has been placed on a new footing, and is now official organ of the alumni as well as of the undergraduates. A dinner was held by *The Tech* in the fall, at which more than seven hundred Faculty, alumni and undergraduates were present. President MacLaurin, James P. Munroe and Major Sneed were among the speakers. Since then *The Tech* has fulfilled both its functions with a success to which most of the alumni can attest.

*The Technology Monthly* has adopted a new policy. Instead of printing scientific articles which are of little interest to the undergraduate, it is slowly trying to develop into an illustrated magazine, and each issue is showing an improvement over the one previous. If any of the alumni have failed to see any copies of this year's *Monthly* they would find some of the current issues very much different from last year's.

The latest arrival at Technology in the line of periodicals is the *Woop-Garoo*. This has appeared but twice: the first time in newspaper form, the second time in magazine form. It is devoted entirely to humorous articles and jokes, and fills the place at Technology which the *Lampoon* does at Harvard.

As the alumnus may judge from the above outline, the students of Technology are not lying back with the war as an excuse, but are putting forth every effort to keep activities normal and thus give undergraduates the same opportunities for self-development as in normal times.

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1887

## IN MEMORIAM

NORMAN Q. STEWART  
MORTON EDDY COBB

HENRY SOUTHER  
TIMOTHY W. SPRAGUE

## I.

I wonder what the limits are of friendship's binding ties;  
I wonder what the mystery is, that in its spirit lies,  
And if the ties are ended by this fleeting span of life,  
Or if old friends are waiting us beyond this worldly strife.

## II.

For that would be a guiding hope to guide us in the days  
That we must spend in wondering at the world's mysterious  
ways;  
For we would strive with earnest zeal and suffer temporal pain,  
If we could know that friendships strong could be renewed again.

## III.

As now we keenly feel the loss of those whose work is done,  
Of those who served their country's needs, that Justice might be  
won,  
Oh! Let this be our guiding light that in the future lies,  
That man will cease his worldly work, but friendship never dies.

GRANGER WHITNEY, '87.

## GRADUATES SHOW UP WELL IN ENGINEERING CORPS EXAMS

Out of 35 Men Receiving Commissions, 14 are Institute  
Alumni

THE Technology graduates who received commissions as lieutenants in the Engineer Corps of the Regular Army have completed their training and received their orders of assignment. The list is as follows:

William A. Clark, '17, Course XI, to 303 Engineers, Camp Dix, Wrightstown, N. J.; Hubert W. Collins, '17, Course I, to E. O. T. C., Camp Lee, Petersburg, Va.; Philip N. Cristal, '17, Course I, to 309 Engineers, Camp Zachary Taylor, Louisville, Ky.; Harold V. V. Fay, '14, Course IX, to 319 Engineers, Camp Fremont, Palo Alto, Cal.; Frank B. Hastie, '17, Course I, 303 Engineers, Camp Dix, Wrightstown, N. J.; Samuel L. Kuhn, '17, Course I, 4 Engineers, Camp Green, Charlotte, N. C.; A. C. Lieber, Jr., '16, Course I, 309 Engineers, Camp Zachary Taylor, Louisville, Ky.; William Lohmeyer, Jr., '17, Course I, 4 Engineers, Camp Green, Charlotte, N. C.; Harold J. McDonald, '17, Course I, 319 Engineers, Camp Fremont, Palo Alto, Cal.; Walter L. Medding, '17, Course XV, 318 Engineers, Vancouver Barracks, Washington; Thomas K. Meloy, '17, Course XV, E. O. T. C., Camp Lee, Petersburg, Va.; Oscar Peterson, '17, Course I, 310 Engineers, Camp Custer, Battle Creek, Mich.; Frank C. Rogers, '17, Course I, E. O. T. C., Camp Lee, Petersburg, Va.; Henry E. Strout, '17, Course XV, 319 Engineers, Camp Fremont, Palo Alto, Cal.

These men were ordered to report at Fort Leavenworth, Kan., on November 10. After a six weeks' intensive course they were assigned to duty. Rogers is still at the Base Hospital, at Fort Leavenworth, on account of an injury to his spine.

These men received their appointments as the result of examinations taken last June, for which they were prepared in a special course by Professor Spofford. The number of Technology men among the successful candidates was unusually large. With regard to the standing of the Institute men, the chief of engineers made the following statement:

"Of all the technical schools whose graduates have taken the examination, the Massachusetts Institute of Technology has by far the best record, for, out of the 35 men who were appointed as a result of the examination this year, 14 were graduates of that institution, and the percentage was especially great amongst those who made the best percentages in the examination."

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## ARCHITECT OF CONCRETE SHIPS

Who? A Technology Man, of Course. What Course?  
Course II

GEORGE OWEN, '94, is to repeat the concrete shipbuilding triumph on our eastern coast.

Following closely on the news of the launching of a big concrete ship on the Pacific coast, the first of the much-talked-of vessels of this type to be launched from an American yard, the Liberty Shipbuilding Company announces from its Boston offices that the keel for the first of a fleet of fifty 3000-ton concrete ships for the government has been laid at its new plant at Brunswick, Ga.

The contract calls for the delivery of the first ship within three months and the rest at the rate of one ship a week thereafter. The government's total outlay is nearly \$10,000,000, or \$200,000 a ship, exclusive of all machinery.

The estimated complete cost of each ship is \$375,000. Wooden ships of the same type would call for an outlay of \$500,000 each and steel ships \$750,000.

Plans and specifications for the fleet are the work of George Owen, professor of marine architecture at Technology, assisted by experts connected with the United States Shipping Board. Monks & Johnson are the consulting engineers. They now have many large plants at Squantum and Watertown arsenal.

## FEW FAIL IN STUDIES AT TECH

FIGURES just compiled at Technology of the number of men required to withdraw from the Institute at the beginning of the second term for failure in studies show only thirteen, not one in the senior class, two only in the junior class, eight in the sophomore class, and three in the freshman class. The figures of the past four years show a continuing reduction in the number of men who do not keep up with their studies at Tech. In the convenient form of a table the figures are these:

<i>Year</i>	<i>Senior</i>	<i>Junior</i>	<i>Sophomore</i>	<i>Freshman</i>	<i>Total</i>
1915	3	9	12	8	32
1916	3	6	8	5	22
1917	3	3	8	4	18
1918	0	2	8	3	13

This is one of the matters which help sustain the registration at Technology. The close relationships of the regular curriculum to the requirements of war and its supporting industries have made it evident that Technology can be of greatest help to the country by educating men for technical pursuits as quickly as possible, and not a little effort has been made to present this fundamental fact to the students and to make it as easy as possible for students to bend the specialties that they take up towards valuable achievements. This has been responsible, no doubt, for the exceedingly high registration that the Institute has maintained, from eighty-five to ninety per cent of its normal figure.

## HOLDING OUR OWN

### Registration for Second Term 1950, a Net Loss since Fall of Only About 50

REGISTRATION for the second term at the Institute stands at 1950, a satisfactory record for the times when the army, navy and industrial work are all of them making insistent demands for young men of the usual college age. The figures are to be taken with an understanding of all the conditions for they are hardly suitable for direct comparison. The number registered in September was 1670, or about ninety per cent of the normal, and the present showing is numerically twenty less. In getting to this figure there is first the midyear entrance of freshmen, and this has resulted in the addition of one hundred new men to the list, while on the other hand, degrees have been recommended for more than sixty of the seniors who have already gone to military service or employment allied to war in the industries. The net loss to Technology since the fall registration therefore is not far from fifty, and of these quite a number remain within Institute walls for studies in one or another of the special schools that Technology is carrying on for enlisted men or other branches of government service.

The supplementary schools that the Institute is carrying on for the government are increasing in number as well as in numbers of students. In the great aviation schools of the army and navy the attendances are larger than ever and the special school of inspectors of aeroplane materials is running to the full capacity of the accommodations for them in the machine tool laboratories. This will mean perhaps a thousand men who will be fitted by the end of the school year to undertake skilled inspection. In the department of Naval Architecture a repetition of the intensive courses that were so successful in the spring is under way with some forty or fifty men enrolled in them.

Taken altogether there are not far from three thousand men who are studying at the Institute of Technology at the present moment, not counting the Lowell School for Industrial Foremen of four hundred which is at work evenings, and the facilities for



teaching are well at their limit. The growth of the little buildings about the grounds which are for motor laboratories or other special work continues, and relieves to an extent the pressure in the regular laboratories. The halls everywhere resound to the regular tramp of marching detachments of enlisted men, while in every corridor there are groups of young men in khaki, the freshmen, advanced battalion or the two R. O. T. C. units, Signal and Coast Artillery, groups that will number well over two thousand, giving the school everywhere a military aspect.

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## TECHNOLOGY GRADUATES FOR CONSTRUCTION DIVISION

TECHNOLOGY men will be interested to find that Institute graduates are prominent in the newly appointed Construction Division in the War Department, which is to handle the largest building program in history, to expend \$1,084,000,000. John Lawrence Mauran, '89, of St. Louis and Charles T. Main, '76, of Boston are among the experts named for the division. These men are presidents of national associations, and it is interesting to note that had the naming been deferred till now, another man from Technology, Prof. Comfort A. Adams, would have been in the list since he has just been elected president of the American Institute of Electrical Engineers.

## GIBBS GOES TO A. U. U.

### Succeeds Lansingh as Head of Tech Bureau in Paris

REV. GEORGE CROCKER GIBBS, a graduate of the course of Civil Engineering in the year 1900, has arrived in France this week to have charge of the Technology Bureau of the American University Union in Europe. Mr. Gibbs was born in New Bedford in 1878, was educated in the schools in that city, and entered the Institute of Technology in 1896. In the eight years following his graduation he was with the Brown Hoisting Machinery Company of Cleveland, Ohio; Clapp and Abercrombie, Civil Engineers, Greenfield, Mass.; the United States Engineer Office at Newport, Rhode Islnad, in business in New Bedford; and the Eastern Expanded Metal Company of Boston. In 1908 he entered the Episcopal Theological School at Cambridge. Since his graduation from that institution in 1911, he has been engaged in church work and more recently in a New York City parish. It was through Mr. Lansingh's letter describing the work of the Union, written last December, that Mr. Gibbs became interested in the work of the Paris Bureau.

Since the appointment of Mr. Lansingh as Assistant Director of the American University Union last October the Technology Bureau has been in charge of Mr. R. M. Allen, '16. Mr. Allen was obliged to leave some weeks ago, and in the interval the only Technology representative has again been Mr. Lansingh.

The enthusiasm of all Technology men in France for the work of the Technology Bureau and the assistance of the War Service Auxiliary, continues unabated. Mr. Gibbs will find a warm welcome awaiting him in Paris.

## M. I. T. BUILDS AGAIN FOR THE AVIATORS

DESPITE the recent addition of the Tech Block on Massachusetts Avenue to its available resources for the use of the U. S. Government Aviation Schools, the Institute finds more room imperative and begins at once the construction of a new barracks. This will be located on its land bordering Ames Street, back of the Walker Memorial and along the east side of the Service Building, which now furnishes class rooms for the Navy Aviation. The building is to be of wood, 160 ft. by 43, the standard size for a barracks for two hundred men, and will be pushed to completion with that celerity that characterizes the Technology building operations. It is for the use of the navy, whose men now crowd the Walker Memorial and the good ship "Pavilion" formerly Tech Block, for the school, the only one of the kind in the country, grows very fast. The designs are such that still another building may be erected at right angles to this one and at the back of the service building.

Meanwhile there is activity in enlarging various others of the impromptu laboratories of the Institute. There has been an addition to the Walker Memorial where students as well as aviators assemble for mess, the propeller and engine sheds along Vassar Street have doubled in area and equipment, the big airdrome shows signs of activity on all sides, while improvements in the permanent laboratories for internal combustion engines afford about double the former available space.

It is fortunate that the Institute has so recently moved to Cambridge, otherwise it could not have been of so much service to the government, while its unimproved land, reserved for extensions of educational plant and student accommodations, affords ample space for military evolutions. Every morning the Court of Honor is filled with great groups of soldiers or sailors taking their setting-up exercises, while the space between the Chemistry Department and the Walker Memorial is constantly used for a drill ground.

## NEWELL, '85, GIVEN THE CULLOM MEDAL

To Prof. Frederick H. Newell, a graduate of 1885, the American Geographical Society has just awarded the Cullom Geographical medal. This gold medal has been given from time to time to explorers, writers and men who have contributed in important ways to the advancement of geographical knowledge. It is given only to men of highest standing, the last one being received by Gen. George W. Goethals in recognition of his services in connection with the Panama Canal. Other recipients have been Admiral Robert E. Peary, Fridtjof Nansen, Sir John Murray, the Duke of the Abruzzi, Sven Hedin and Sir Ernest H. Shackleton, every one of international and cosmopolitan reputation. It is the highest compliment to the quality of Mr. Newell's development of a growing national need, that he finds himself named in such company. What he has done is expressed by the inscription on the medal:

FREDERICK HAYNES NEWELL  
Organizer and Director  
of the  
United States Reclamation Service  
1907-1914  
He carried water  
from a mountain wilderness  
to turn the waste places  
of the desert  
into homes for freemen

Mr. Newell was a Pennsylvania man, but during his studies at grade schools and at the Institute and at other times he has been closely identified with Boston and its institutions. His earliest public addresses were before the Boston Scientific Society in which his oil-well experiences were related. His work at the Institute was in mining engineering with post-graduate studies—for his doctor's degree—in geology and hydraulics. Three years after graduation he became an assistant in the U. S. Geological Survey, and shortly was given for his special work the study of the irrigation of arid lands, for which the appropriation was dated October,

1888. He was thus the first person to undertake systematic work for the nation along these lines. From a division of the U. S. Geological Survey the specialty was developed into a separate service, the Irrigation Service of which Mr. Newell was made director by President Roosevelt in 1902. Till 1914 Mr. Newell remained director of this service, the engineering works of which are of highest rank, even when the Panama Canal is brought into comparison. He outlined and developed the splendid plans of the Reclamation Service with its great dams, basins and waterways, his expenditures nearly touching one hundred millions.

Of him Theodore Roosevelt has expressed the highest opinion, "Mr. Newell belongs in that small group of invaluable public servants, of whom the most prominent representative is Colonel Goethals. . . . Public attention has not been attracted to Mr. Newell; and the fact is a discredit to us as a people. He has rendered the kind of invaluable service that Sir William Gosslin rendered to the British Empire in connection with the utilization of the waters of the Nile; and his work has been even more difficult."

In December, 1914, another man was made director of the Service by the President and Mr. Newell tendered the position of consulting engineer. This freeing of so important an engineer from confining public duties was seized upon by the University of Illinois, which, in May, 1915, appointed Mr. Newell head of the department of Civil Engineering in the place of Prof. I. O. Baker, who wished to be relieved of his responsibilities.

## NEWS OF ALUMNI ASSOCIATIONS

PROVIDENCE—TECHNOLOGY CLUB OF RHODE ISLAND.—The annual meeting of the Technology Club of Rhode Island was held in the rooms of the Providence Engineering Society, 29 Waterman Street, with eighteen members in attendance. On account of the illness of the president, Hon. Zenas W. Bliss, and the unavoidable absence of the vice-president, Frank L. Pierce, Mr. William C. Dart presided and introduced the speaker of the evening, C. Frank Allen, retired professor of railroad engineering at the Institute, who spoke most entertainingly of the war activities of the Institute and the members of the alumni most active in the present struggle. Professor Allen treated the subject in a comprehensive manner, and emphasized the tremendous influence of Technology in the war.

Preceding the talk the report of the secretary-treasurer was read and accepted, and a nominating committee consisting of Messrs. Starr, Pickersgill and Pingree reported the following officers for the ensuing year: President, Frank L. Pierce, '89; vice-president, Roland H. Ballou, '04; secretary-treasurer, Clarence L. Hussey, '08; members of Executive Committee, Howard C. Fisher, '09, and Chester C. Morey, '11, who were unanimously elected.

At the close of the talk a social hour was held, many former students and friends of Professor Allen discussing old times. Those present were Messrs. Adams, Clapp, Congdon, Dart, Dickerman, Eddy, Hiller, Homer, Hussey, Hill, McKenzie, Pickersgill, Pingree, Slade, Simmons, Stewart, Starr and Wescott. —*Clarence L. Hussey, Secretary-Treasurer, Fruit Hill, Providence, R. I.*

SYRACUSE—M. I. T. CLUB OF CENTRAL NEW YORK.—On January 10 a meeting of the M. I. T. Club of Central New York was held at the University Club, at which twenty-four men were present. We had the pleasure of hearing Mr. H. W. Jordan, one of our members connected with the laboratory of the Solvay Process Company, tell us about the war-time activities of his company and its allied concern, the Semet-Solvay Company. We certainly enjoyed hearing about the big things that are being done in that line.

On January 16 we again met at the University Club and had the pleasure of hearing Prof. C. Frank Allen give us the news from Boston. Professor Allen was in a very happy vein and we enjoyed his talk very much.

On February 14 the Club held its regular monthly dinner at the University Club, at which were shown some moving pictures of the mincemeat and powdered milk industry as represented in the plants of the Merrell-Soule Company, in which Mr. Barnes is assistant manager of the engineering department.

The regular monthly meeting of the M. I. T. Club of Central New York was held at the University Club, Syracuse, on the evening of March 14. Twenty-one men enjoyed the dinner and fun.

We were very well entertained by our president, F. J. Chesterman, of the New York Telephone Company, who explained some of the problems of his business with the aid of a five-reel motion picture. Later Mr. Chesterman and Mr. Kennedy, also of the Telephone Company, took the Club through the local exchange, and we all resolved never again to get cross over the telephone.

In the December issue of the REVIEW we cannot find any of the names of our Club members in the War Service Record, although we have sent you a few of the names. We are, however, sending you attached hereto a complete list of our members who are in the service.

*Members of M. I. T. Club in War Service:* Jerome A. Appelquest, '12, Aviation School, M. I. T., Cambridge, Mass.—Edwin A. Bonta, '07, Y. M. C. A. work in Russia.—A. M. Chase, '00, Maj., Motor Truck Division, Ord. Dept., Washington, D. C.—David D. Mohler, '03, Capt. 102d U. S. Eng., Camp Wadsworth, Spartanburg, S. C.—Dudley Phelps, '10, care of Shipping Board, Washington, D. C.—George R. Urquhart, '15, 1st Lieut., Ord. Dept., Washington, D. C.—Harold V. V. Fay, '14, address unknown.—Oliver D. Powell, '12, Corp., Battery F, 309th H. F. A., Camp Dix, N. J.—Charles Glann, '16, address unknown.—Richard O. Bailey, '15, 106th San. Train, Camp Wheeler, Macon, Ga.—Walter M. Ruby, '12, 1st Lieut., Ord. R. C., Frankford Arsenal, Pa.—T. H. Skinner, '92, Capt., U. S. R., Q. M. C., Cantonment Div. Office, 15th and M Streets, Washington, D. C.

At our future monthly meetings, we are going to have some special form of entertainment along the lines indicated above, and



we hope to have some large turnouts.—*J. S. Barnes, '08, Secretary, Merrell-Soule Company, Syracuse, N. Y.*

**TECHNOLOGY CLUB OF FALL RIVER.**—The Technology Club of Fall River was entertained at its regular monthly meeting by the president, Mr. Charles Warner, at his home. An excellent dinner was served to eight members and was followed by a pleasant evening of general discussion.—*Arthur E. Hirst, '13, Secretary, 55 Madison Street, Fall River, Mass.*

**SALT LAKE CITY—INTERMOUNTAIN TECHNOLOGY ASSOCIATION.**—An informal dinner was held on Saturday evening, February 16, at the Wilson Hotel, Salt Lake City. Those present were H. L. Williams, '06; B. W. Mendenhall, '02; Stanley Sears, '99; M. W. Maxwell, '08; R. W. Senger, '05; E. P. Fleming, '99; and W. H. Trask, Jr., '06, secretary.

Mr. C. S. McDonald, Course IV, 1900, has been appointed relief administrator for one of the devastated districts of France and will depart at once to assume his duties. After the war Mr. McDonald expects to take part in the rebuilding of the ruined cities, a work in which his architectural training will be of great value. In his ten-year residence in Salt Lake City he has designed a number of public buildings, among them the Liberty and Irving schools.—*W. H. Trask, Jr., Secretary, '06, University Club, Salt Lake City, Utah.*

**SAN FRANCISCO—TECHNOLOGY ASSOCIATION OF NORTHERN CALIFORNIA.**—The Association has been resting on its oars for many months, due to various war activities and change of residence of several members.

George E. Atkins, '04, XIII, is assistant naval constructor at Mare Island Navy Yard.—W. A. Clapp, '93, I, is civil engineer at Fort McDowell, Angel Island, California.—H. G. Simpson, '03, VI, is coöperating with the Immigration and Housing Commission of the State of California in connection with studies of the housing conditions and buildings for the greatly increased population of civil employees at the various shipyards and navy yards in the San Francisco Bay district.

The M. I. T. men in Northern California are to participate in a dinner on March 20, given in honor of Professor Swain, by the five national engineering societies.—*John R. Brownell, '01, I, Secretary pro tem, care Industrial Accident Co., Market Street, San Francisco, Cal.*

TECHNOLOGY CLUB OF NEW BEDFORD.—The annual dinner of the Technology Club of New Bedford was held at the Wamsutta Club, on the evening of Wednesday, March 13. Prof. C. Frank Allen gave an interesting talk on what Technology and Technology men are doing in the war and also told some interesting facts about the new Technology.

Twenty-one men sat down to a simple dinner, one of the interesting features of which were the place cards, which were War Savings Stamp Books, each started with one stamp donated by W. A. Robinson, Jr., '98, head of the War Savings Stamp Committee in New Bedford. President James A. Stetson, '99, presided. Charles F. Lawton gave an interesting reminiscent talk on his first meeting with Professor Allen in the Grand Canyon War way back in the seventies. The only other entertainment was a little (a very little) music provided by a graphophone and volunteers from the diners.—*Charles F. Wing, Jr., '98, Secretary pro tem, 36 Purchase Street, New Bedford, Mass.*

CINCINNATI M. I. T. CLUB.—The annual meeting of the Cincinnati M. I. T. Club was arranged this year to take place on February 2 so that it could welcome as its guest, Prof. C. F. Allen, whose western trip brought him into this vicinity on that date. The meeting was held at the University Club, and there were present eighteen members besides our guest. It is a real treat to all of us, the Technology men of the Middle West, to receive a visit from one who comes directly from the Institute. In his talk to us, Professor Allen dwelt particularly upon the immense amount of work, remarkable both in scope and efficiency, that is being and has already been done, by Technology men individually, and our Institute itself, toward the winning of the war for the safety of democracy. That being the subject uppermost in all of our minds at this time, made the visit of our fellow alumnus an event of especial importance and interest. Second only to the war, in importance, was his description of Technology as it is today. To many of us who have not had a chance to get back to Boston for a number of years, it was like a "visit back home." It gave us an opportunity to hear first hand news of our professors and instructors, and Professor Allen kindly and patiently answered all the questions that naturally came to our minds to ask. The occasion afforded him an opportunity of renewing an acquaintance with one of his fellow classmates, E. J. Carpenter, '72. At the meeting,

the following officers were elected for the ensuing year: President Morton Carlisle, '90; vice-president, H. D. Loring, '06; secretary, Moritz Sax, '96; treasurer, Walter L. Rapp, '00; directors, Stewart Miller, '07; R. W. Proctor, '94; Rudolph Tietig, '98. We are making every endeavor to get in touch with all Technology men who are stationed at Camp Sherman, Chillicothe, or in this vicinity, with the hope of being of some service to them. As far as we have been able to determine up to date, those men together with Technology men from here who have enlisted in our country's service are: Capt. William P. Anderson, '96, somewhere in France.—Lieut. Raynor H. Allen, '10, 308th Eng., Sect. V, Camp Sherman, Chillicothe, Ohio.—Maj. Frank G. Baldwin, '06, School of Fire for Field Artillery, Fort Sill, Oklahoma.—Lieut. E. R. Jackson, '10, Inspector of Ordnance, Royal Wheel Co., Aurora, Ind.—Lieut. F. L. Townley, '00, Camp Dodge, Iowa.—A. J. Fassitt, Jr., 325th Field Signal Battalion, Fort Sherman, Chillicothe.—Sergt. Henry M. Barber, O. T. C., Battery C, 323d Field Artillery, Fort Sherman, Chillicothe.—James A. Toby, '16, City Hall, Chillicothe.—*Moritz Sax, '96, Secretary, 1011 Fourth National Bank Building, Cincinnati, Ohio.*

THE TECHNOLOGY CLUB OF ROCHESTER.—J. Howard Cather, '12, structural architecture, formerly a member of the Tech Club of Rochester, secured a commission as lieutenant in the Construction Division of the Signal Corps soon after our entrance into the war. In a letter written to one of the Club members, he says:

After leaving Washington and my position as assistant to Capt. Kenneth C. Grant, Tech '02, who is at the head of the Purchasing and Engineering Section of the Construction Division of the Signal Corps (this division having charge of the construction of aviation cantonments, warehouses, concentration camps, etc.), I was attached to the 60th Squadron as supply officer. As supply officer, I am accountable for all the property of the Squadron, which means about everything that isn't purchased out of individuals' pocketbooks. This includes a carload or two of first-class construction tools. All trades are supposed to be represented and we should be able to build anything in the line of buildings required by the aviation service in France.

It is fine to see the spirit with which the men go after their work here. We are building alongside of the contractor's forces and so far have had no friction with them. In some cases the contractors and our crews work as one unit.

Like the work fine and am anxious to get to France. We have a fine bunch of officers composed mainly of architects and engineers with a sprinkling of old army men. About all colleges and states are represented.

Since writing the above, Lieutenant Cather has been placed in command of the 203d Aero Construction Squadron at Leangle

Field, Hampton, Va.—*Virgil M. Palmer*, '03, *Secretary, Kodak Park Works, Eastman Kodak Co., Rochester, N. Y.*

TECHNOLOGY CLUB OF NEW YORK.—The annual dinner and smoker of the Technology Club of New York will be held at the Clubhouse on Wednesday, March 13. Dr. Amaury Mars will be the speaker of the evening and will give a personal narrative of his escape from the prison camps of Germany.

Mr. E. M. Hagar, '98, vice-president of the Technology Club, died January 18, 1918. Mr. A. L. Davis was elected vice-president of the Club in place of Mr. Hagar, and Harold S. Osborne, '08, was elected a member of the Board of Governors.

The Technology Club of New York is considering taking over the vacant Columbia Club property adjoining, and using this property to furnish more rooms for members. Rooms at the Club are in great demand, particularly from non-resident members passing through New York, and it is felt that we could easily fill all the rooms in the Columbia Club, provided we can arrange for the necessary financing to take over this property.

Mr. A. L. Davis has recently been appointed chairman of the Finance Committee, and is working with Treasurer Frank C. Schmitz on this proposition.

The following resolutions passed at a special meeting of the Board of Governors of the Technology Club of New York, held on Monday, January 21, 1918, were sent Mrs. Edward M. Hagar:

*Whereas*, We have learned with deep regret of the recent death of our esteemed fellow-member and vice-president of the Technology Club, Mr. Edward M. Hagar, and

*Whereas*, A special meeting of the Board of Governors of the Technology Club has been called by the direction of the president to take action on the loss to the Club through the death of Mr. Hagar,

*Therefore*, It is resolved by the Board of Governors of the Technology Club here assembled that the sympathy of the Club is extended to the family of Mr. Hagar in its bereavement, and that the secretary is instructed to write to the family of Mr. Hagar to this effect, and to state that the Technology Club shares in its sorrow, and be it further

*Resolved*, That the secretary is instructed to place a copy of these minutes in the permanent records of the Technology Club.

In sending to you these resolutions, permit me to add an expression of my personal sympathy. I knew Mr. Hagar well, as a younger man looks up to an older man, and his sudden loss was a great blow to me. All Technology men held him in the deepest respect and in his personal character, as well as in his business life, he exemplified the true Technology spirit.

- Ackerman, Alex. S., '03  
1st Lieut. Engineers, U.S.R.
- Ahern, Frank L., '14  
1st Lieut. Engineers, U.S.R.
- Albee, O. W., '93  
Major, Ordnance Dept.
- Alden, Herbert W., '93  
Major, Ordnance Dept.
- Alfaro, Rafael, '16  
Corp., 1st Engineers, "Somewhere in France"
- Allen, Howard B., '18  
Aviation
- Allen, Robert M., '16  
Tech. Ambulance, "Somewhere in France"
- Allyn, Robert S., '98  
Major, Coast Artillery
- Ames, Azel, '95  
Major, Coast Artillery
- Arkell, Wm. C., '10  
1st Lieut. Ordnance Dept.
- Bacon, J. F., '97  
Capt., Camp Dix, Wrightstown, N.J.
- Barcus, Walter J. E., '08  
Capt. Ordnance Dept.
- Barratt, Roswell F., '14  
U.S.N.R. Flying Corps
- Bell, Frank F., '10  
1st Lieut. Sig. Corps, Aviation Sec.
- Bennett, A. F., '03  
Lieut.
- Berger, Richard G., '16  
U.S.N.R.F. "Ensign"
- Blanchard, H. Y., '01  
Signal Corps
- Borden, Raymond D., '00
- Bradley, D. G., '18  
Ensign, Insp. U.S.N. Aviation Sec.
- Brandt, M. F., '15  
Ensign, U.S.N.R.F.
- Breed, F. N., '12  
Engineers, France
- Briggs, Leroy E., '10  
Capt., Ordnance Dept.
- Brooks, E. P., '17  
1st Lieut. Engineers, "Somewhere in France"
- Brooks, Philip N., '16  
U.S.N. Reserve
- Bulifant, Theodore A., '16
- Buxton, Paul H., '16  
Private, Ordnance Corps
- Cahill, L. D., '19  
Aviation
- Callahan, T. H., '14
- Calyer, Homer N., '14  
1st Lieut. Sanitary Corps.
- Calton, Richard B., '15  
2nd Lieut. Aviation
- Chamberlin, Noel, '04  
1st Lieut. Signal Corps, Aviation Sec.
- Chase, Eugene F., '06  
Lieut. (J. G.), N.R.F.
- Clafin, Wm. B., '95  
Capt. Engineers, U.S.R.
- Clark, Sidney E., '15  
Aviation Section, Naval Reserve
- Coles, Stephen L., '91  
Cadet, Ordnance Reserve Corps
- Comber, Thomas F., '14  
Private, Infantry, N.A.
- Comins, Waldo H., '02  
Capt., Infantry, U.S.R.
- Crosby, Robert A., '16  
Sergt., Ordnance
- Crowell, Harold R., '16  
Aviation Sec., "Somewhere in —"
- Carton, E. W.
- Day, Kirk, '17  
Private, Transport Service, France
- De Bell, John M., '17  
2nd Lieut., U.S.R. Army
- Dickson, Ross H., '14  
1st Lieut. Ordnance R.C.
- Dorrance, Arthur C., '14  
1st Lieut., Coast Artillery, U.S.R.
- Douglas, A. S., '08  
Capt., Ordnance Store, U.S.R.
- Edwards, Chas., Jr., '11  
2nd Lieut., Field Artillery
- Ekdahl, Edwin A., '16  
O.T.C.
- Elton, Herbert E., '09  
1st Lieut., Engineers, U.S.R.
- Ely, Dinsmore, '18  
Aviation, "Somewhere in France"
- Evans, Jas. M., '16  
Ensign, U.S.N.R.
- Farrar, J. R., '16  
Private, N.A.
- Fineman, Irving  
Lieut., Asst. Naval Constructor
- Fox, Rudolph H., '12  
1st Lieut., Ordnance Dept.
- Freeman, Hovey T., '16  
1st Lieut., Ordnance Dept., U.S.R.
- Friebus, R. T.  
2nd Lieut., Ordnance R.C.
- Friedman, Fred. J., '08  
1st Lieut. Supply Div. Ordnance
- Gaillard, D. I., '11  
1st Lieut. Ordnance Off. R.C.U.S.A.
- Galleri, Victor J., '14  
O.T.C.
- Gardner, Lester D., '98  
Capt., Sig. Corps., Aviation Sec., U.S.A.
- Gilbreth, Frank B.  
Not Tech. man  
Major, Engineers, U.S.R.

- Goddard, H. W., '04  
Capt. Ordnance Dept.
- Grandgent, Louis, '12  
Capt., 101st U.S. Inf., "Somewhere in France"
- Greismer, E. I., '20  
School for "Non-Coms," France
- Guething, Carl T.  
1st Lieut., Ordnance Dept.
- Hague, Alfred, '10  
U.S.N.R.
- Hall, Irving G., '18  
School for Non-Coms, France
- Hanford, E. F., '16  
Naval Engr.
- Hawes, H. G., Jr.  
1st Lieut., Engineers, U.S.R.
- Haworth, L. B., '02  
Capt., Q.M.C.
- Haynes, R. B., '13  
1st Lieut., Ordnance Dept.
- Hefler, Richard E., '15  
1st Lieut., Engineers, U.S.R.
- Hill, Lucius Tuttle, '17  
2nd Lieut., Coast Artillery, France
- Hinckley, Thos. L., '06  
1st Lieut., Field Artillery
- Hines, J. Willis, '15  
Aviation Sec., Naval Reserve
- Holcombe, Asa M., '04  
Major, Ordnance Dept.
- Holden, E. V., '18  
14th Ry. Engineers, France
- Holmes, Albert, '16  
Lieut., 1st Regiment
- Holmes, F. W., '16  
Tech. Ambulance, France
- Horner, Halsey B., '13  
U.S.N.R. Training Station  
Pelham Bay Park, N. Y.
- Horton, W. H., Jr., '10  
1st Lieut., Ordnance Dept.
- House, John H., '98  
Major, Engineers, U.S.R.
- Howard, Frank C., '17  
1st Lieut., Coast Artillery, U.S.A.
- Howe, Prof. Henry M., '71
- Hughes, David M., '15  
Flying Corps, U.S.N.R.F.
- Jasionowski, I. A., '16  
2nd Lieut., Field Artillery
- Johnson, Paul F., '98  
Aero. Mech. Engr.
- Jones, John L., '02  
Capt., Engineers, U.S.R.
- Jones, Reginald L., '09  
Capt., Signal Corps
- Kemp, Wm. Van A., '12  
Aviation
- Kibbey, John R., '08  
Capt., Coast Artillery, U.S.R.
- King, Walter W., '09  
Lieut., Sig. Corps, Aviation Sec.
- Kinney, M. C., '11  
2nd Lieut., British Royal Flying Corps
- Kirby, Walter B., '07  
Royal Flying Corps
- Klemin, Alex.  
Sergt., Signal Corps, Aviation Sec.
- Kline, Franklin L., '18  
Priv., Motor Transportation, France
- Kohlhopf, N.  
Tech. Ambulance, France
- Kurtzmann, C., '09  
2nd Lieut., Q.M.C.
- Lake, H. R., '16  
U.S.N.R.F., Ensign
- Lange, Wm. H., '12  
2nd Lieut., Engineers, U.S.R.
- Leeb, Henry L., '15  
Ensign, Wireless Service (Navy)
- Lemmon, Mark, '16  
2nd Lieut., Engineers, U.S.R.
- Lewis, Ernest F., '07  
1st Lieut., Signal Corps
- Lucas, Eugene W. Van C., '16  
14th Engineers, England
- Lynch, Wm. C., '12  
1st Lieut., Ordnance Dept.
- Lyon, Orrin S., '08  
107th U. S. Infantry
- McCrea, A. W., '99
- McKenney, Karl C., '12  
Capt. Coast Artillery, R.C.
- McLaughlin, Richard T., '17  
2nd Lieut., Coast Artillery, France
- McLaughlin, T. S., '16  
2nd Lieut., Constr. Div., Aviation Sec.,  
Signal Corps
- McLellan, Douglas H., '17  
U.S.N. Aviation
- MacRae, M. Donald, '16  
Capt., U.S.R.A.
- McRae, H. C., '07  
1st Lieut., 318th Engineers
- MacDonald, Eugene L., '13  
1st Sergt., 11th Engineers, England
- MacRae, Nelson  
1st Lieut., Aviation
- Malone, Chas. B., '15  
1st Lieut., 83rd Field Artillery, U.S.A.
- Manley, Henry L., '11  
1st Lieut., Ordnance Dept.
- Marsh, H. D., '13
- May, Jas. de G., '18  
1st Lieut., U. S. Flying Squadron
- Mendelsohn, H., '16  
Lieut., Ordnance Dept.

- Merrill, A. S., '00  
 1st Lieut., Ordnance R.C.  
 Middleton, Nathan R., '07  
 Capt., Engineers, U.S.R.  
 Millar, Leslie W., '02  
 Insp., Naval Construction  
 Milliken, Jas. R., '18  
 U. S. Air Service, France  
 Millis, Ralph, '16  
 2nd Lieut., Engineers, U.S.R.  
 Morrison, A. S., '15  
 1st Lieut., Ordnance Dept., U.S.R.  
 Morse, Chas. L., '15  
 Aviation Corps  
 Morse, Robert E., '11  
 Signal Corps  
 Murphy, Edw. E., '14  
 Capt., C.A.C., U.S.A.  
 Newlin, E. M., '14  
 1st Lieut., Infantry, U.S.R.  
 Palmer, G. I., '09  
 1st Lieut., Sanitary Corps  
 Pastoriza, Hugh, '07  
 1st Lieut., Ordnance, Carriage Div.  
 Patch, Ernest L., '10  
 Asst., Naval Constructor  
 Patten, H. C., '08  
 Lieut., Sig. Corps, Aviation Dept.  
 Petit, George H., '16  
 Engineers, Regular Army  
 Platt, Philip S., '14  
 Major, Red Cross  
 Potter, E. M., '10  
 1st Lieut., 1st U. S. Engineers, France  
 Pratt, E. D., '13  
 1st-Class Private  
 Prescott, Lewis W., '15  
 Royal Flying Corps  
 Proctor, Chas. D., '17  
 Ordnance Corps  
 Quirk, Lewis F., '15  
 National Army, Camp Upton  
 Ralston, Jas. M., '16  
 2nd Lieut., Reg. Army, Coast Artillery  
 Rankin, Ralph S., '13  
 Lieut., Flying Corps, U.S.N.R.F.  
 Reed, David A., Jr., '18  
 Motor Transport., France  
 Reeve, Austin B., '16  
 1st Lieut., Engineers, U.S.R.  
 Richardson, Jas. H., '99  
 Capt., Engineers, O.R.C.  
 Riefkohl, R. W., '09  
 1st Lieut., 64th Regiment Infantry  
 Rockwell, Dr. J. Arnold, '96  
 Maj., Med. Chief, Base Hospital No. 44  
 Salisbury, Ralph D., '14  
 1st Lieut., Engineers, U.S.R.  
 Sargent, Edward H., '06  
 Capt., Engineers, U.S.R.  
 Scarff, John H., '10  
 2nd Lieut., Q.M.C.  
 Scharff, Maurice R., '09  
 Lieut., Engineers' Corps  
 Schieffelin, Schuyler, '90  
 Capt., Signal Corps  
 Sever, G. F., '87  
 Major  
 Short, William C., '15  
 2nd Lieut., Signal Corps  
 Shurtleff, E. S., '14  
 Radio Gunner, "U. S. S. Minnesota"  
 Sinclair, Joseph H., '08  
 Skinner, Theodore H., '92  
 Capt., Constructing Quartermaster  
 Smith, Frederic B., '18  
 1st Lieut., San. Corps, France  
 Spalding, Walter T., '10  
 Capt., Engineers, U.S.R., France  
 Sprague, Wm. G., '16  
 Aviation Section, Naval Reserve  
 Strachan, Joseph J., '13  
 Lieut. (J. G.), U.S.N.  
 Stafford, John H., '16  
 2nd Lieut., Field Artillery, U.S.R.  
 Starr, George H., '13  
 Capt., 136th Field Artillery  
 Staub, John F., '16  
 Aviation Section, U.S.N. R.F.  
 Stein, Arthur L., '10  
 National Army  
 Stone, John H., '14  
 U. S. Ambulance Corps  
 Stone, Nelson  
 O. Training Camp, Fort Niagara, N. Y.  
 Stump, Horace E., '10  
 30th Engineers, France  
 Suter, Russell, '00  
 Capt., Engineers, U.S.R., France  
 Tarpley, Donald G., '17  
 Aviation, France  
 Thomas, W. G.  
 Corp., Signal Corps  
 Tourtellotte, Neal E., '17  
 1st Lieut., C.A.C., U.S.A., France  
 Tuttle, A. E., '17  
 Government Inspector  
 Tylee, Arthur K., '07  
 Major, Royal Flying Corps  
 Uhlinger, James I., '16  
 Aero. Mech. Engineer, Aviation, U.S.A.  
 Urquhart, G. R., '15  
 1st Lieut., San. Division  
 Van Deusen, Donald H., '13  
 1st Lieut., 108th Field Artillery  
 Wadsworth, George R., '98  
 Maj., Aviation Eng. Sect., Signal Corps  
 Walters, Lee D., '13  
 2nd Lieut., Engineers, U.S.R.



Warren, W. H., '14  
 1st Lieut., Signal Corps  
 Webb, Curtis C., '10  
 Cadet  
 Weeks, R. W., '13  
 2nd Lieut., Ordnance Dept.  
 Wettlaufer, J. L.,  
 Insp., Ordnance Dept.  
 Whitcomb, E. J., '11  
 Lieut., Ordnance Dept.  
 White, James M., '15  
 Amer. F. Ambulance, France

Whittemore, Theodore B., '10  
 Sup., Aviation Constructor  
 Winslow, Edward N., '18  
 Am. F. Ambulance  
 Wiswall, Paul M., '09  
 1st Lieut., Sanitary Corps, U.S.N.A.  
 Worthington, Harold, '15  
 2nd Lieut., Field Artillery  
 Wyman, Alfred T., '16  
 1st Lieut., Royal Flying Corps  
 Yereance, Alex. W., '12  
 2nd Lieut., Engineers

#### TECHNOLOGY CLUB OF PHILADELPHIA.—FEBRUARY MEETING.—

A special meeting was held at the Drexel Institute on the evening of February 12, to meet Prof. C. Frank Allen, '72, of the Civil Engineering Department of Technology. Professor Allen was returning from a trip among the various alumni clubs, having visited the Technology Clubs of Schenectady, Syracuse, Detroit, Chicago, Minneapolis, St. Louis, Kansas City, Akron, Cleveland, Indianapolis, Urbana, Cincinnati, Pittsburgh and Washington. Professor Allen's accounts of the various activities of the new Institute at Cambridge and the news items which he brought from the various alumni centers were most interesting. The major part of Professor Allen's talk was, of course, devoted to the war activities at the Institute and the work of the alumni in connection with the war, but the many intimate stories of the present student life and reminiscences of the older professors at the Institute were much appreciated. The thanks of the Club are due our fellow alumnus "Allen, Class of '72," and to Dr. Godfrey and Professor Ryder for their hospitality at Drexel Institute.

The regular February meeting was held at the Engineers Club on Wednesday, February 6. Mr. W. R. D. Hall, secretary of the Publicity Bureau of the Philadelphia Chamber of Commerce, spoke on the "Engineering of Civic Efficiency." The purpose and functions of a Chamber of Commerce were described, and its activities considered in relation to "Engineering."

Mr. Hall described the work of a Chamber of Commerce in providing means for discussion of community affairs and in crystallizing public opinion. The Philadelphia Chamber of Commerce was described as being a typical example. It is divided into the following bureaus with paid secretaries: Charities, Conventions and Exhibitions, Foreign Trade, Industrial, Transportation, Membership and Publicity. In addition there are committees on Agricul-

ture, Banking and Currency, Insurance, Law, Legislation, Entertainment, Finance, Harbor and Navigation, Municipal Affairs, Postal Affairs, Public Utilities, Trade Expansion, War Shipping and an Executive Committee. The membership of the Chamber of Commerce is further divided into groups according to professions and trades with chairmen for each group, the chairmen being members of a Council which is an advisory body to the Board of Directors.

For the year 1918 the Philadelphia Chamber of Commerce has planned active constructive work in connection with

1. Plans for a Greater Philadelphia including parts of Delaware and Bucks Counties.
2. Plans for arbitration of commercial disputes.
3. Improvements in street cleaning methods in Philadelphia.
4. Revision and readjustment of tax assessments and tax rates.
5. Organization of "retail groups."

The above are normal activities of the Chamber of Commerce, but during the present year, various war committees are at work, the most active at present being the War Shipping Committee, and the members are unselfishly devoting their time to government affairs.

**MARCH MEETING.**—At the March meeting Mr. H. L. Moody, '07, of the Westinghouse Company, gave a talk on "Steam Turbines, Condensers and Mechanical Stokers." The paper described the various types of machines and was illustrated by lantern slides.

**APRIL MEETING.**—The next meeting of the Technology Club will be held on Wednesday evening, April 3, 1918. Mr. R. E. Page, '06, of the Philadelphia Manufacturers Mutual Fire Insurance Co., will speak on "Fire Protection." The paper will be illustrated by lantern slides. This meeting will be the annual meeting of the Club and officers for the ensuing year will be elected. There will be the usual informal dinner at 6.30 P.M. and meeting at 8.15 P.M. The April meeting will be followed by a meeting on May 1, and the annual Field Day, the date of which will be announced later. No meetings are scheduled for the summer months.—*N. A. White, '06, Secretary, Wenonah, N. J.*

**THE CONNECTICUT VALLEY TECHNOLOGY CLUB.**—For several years the Connecticut Valley Association has found it necessary, due to general conditions, to omit its regular annual summer outing.

This Association has never been an active association and has never held regular winter meetings, but all members have received invitations to attend the summer outing and many of us have grown to look forward to this trip to the shore and the pleasant acquaintanceships connected with it.

It is, therefore, with great regret that the officers have decided that it would be unwise to hold this meeting in 1918. Each year we hope that another year will see the possibility of having our good time together again.—*Ernest W. Pelton, '03, Secretary, 77 Forest Street, New Britain, Conn.*

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### SWOPE '95, DECORATED BY JAPAN

Two men of the Class of '95, Gerard Swope and F. W. Draper, have been having experiences in the far East, lately, which are of more than passing interest, the former in Japan, and the latter in Russia. Draper's story is told in full on another page.

An item from *East and West* speaks of Swope, and is as follows:

Two prominent electrical chiefs of the United States have been decorated by the Emperor of Japan. Mr. E. W. Rice, Jr., president of the General Electric Company, and Mr. Gerard Swope, vice-president of the Western Electric Company, have been visiting Japan, after extended tours in Eastern Asia, investigating industrial fields for electric plants in that part of the world. Mr. Rice received the Third Order of Merit with the Middle Cordon of the Rising Sun. The decoration awarded to Mr. Swope is not mentioned in the Tokio journals, but is assumed to have been the same as that given to Mr. Rice. Both the corporations they represent have been largely instrumental in the development of electric lighting in Japan and China.

The decoration conferred upon Swope, referred to in this article, is that of the Fourth Order of Merit of the Rising Sun. The following letter written by Swope to the *Western Electric News* is of further interest:

The decoration was conferred upon us largely for the welcome which we have extended and the assistance we have given to the various Japanese who have visited us from time to time. The Japanese have appreciated and valued our assistance and services, even to a greater extent than I think we deserve. Coöperation and assistance can always be given more whole-heartedly if one is sure that it is appreciated, and that use is made of it. This decoration is a mark of their great appreciation, and the upbuilding of the telephone service in Japan shows the use that they have made of the service that we have rendered. Both should encourage us to be of even greater assistance in the future, than we have been in the past.

## TECH MEN IN THE PUBLIC EYE

WILLIAM H. KING, '94, member of the Institute Corporation and Assistant Corporation Counsel for the City of New York, has been recently making his first appearances as a lecturer of the law in the new courses which the College of the City of New York is giving as postgraduate work to young lawyers, to familiarize them with the larger principles of jurisprudence and to make them more efficient in the practical conduct of their practice. Mr. King, who is associated with some of the best-known men of the New York bar in this work, is giving as his specialty lectures on Taxation and Public Finance.

HENRY HOWARD, '89, Director of Recruiting Service, United States Shipping Board, which conducts a free navigation school and a free marine engineering school at M. I. T. for the training of officers for the merchant marine, was born at Jamaica Plain, Mass., July 5, 1868. He is the son of Alonzo Potter and Emma (Babcock) Howard. His home is at 36 Amory Street, Brookline, Mass. He is a direct descendant of John Howard, a Marblehead vessel owner, who was conspicuous in Colonial affairs in pre-Revolutionary days, being member of Col. Glover's Marblehead regiment, taking part in early struggles and later attached to Gen. Washington and staff. Mr. Howard has long been an ardent yachtsman, an experienced navigator and a close student of the merchant marine.

He was educated in Boston Latin School and in Massachusetts Institute of Technology, where he completed his studies in 1889.

He became a chemist in 1889, and superintendent for the Merrimac Chemical Company of Boston, manufacturers of vitriol, acids, etc., in 1896; in 1902 he was made vice-president of the company. He is now president of the Boston Dwelling House Company; a director and vice-president of the Liberty Mutual Insurance Company; vice-president of the New England Manufacturing Company; a director of the Russell Company; a member of the executive committee of the National Foreign Trade Council, New York City; chairman of the Committee on Foreign Relations, National Foreign Trade Council; chairman of the Committee of the Manufacturing Chemists Association of the United States;

treasurer of the Brookline section, American Red Cross; a member of the American Chemical Society; of the American Electro-Chemical Society, and of the American Institute of Chemical Engineers. He organized the New England section of the Society of Chemical Industry and was its first chairman. He was chairman on the Committee on Public Utilities, Boston Chamber of Commerce, for seven years; a term member of the corporation of Massachusetts Institute of Technology, and a director of the Metropolitan Trust Company. He is a member of the Eastern Yacht Club of Marblehead, Mass.; the New York Yacht Club, New York City; the Royal Yacht Club, San Sebastian, Spain; the Engineers' Club of Boston, and the Exchange Club of Boston.

He was married September 6, 1896, to Alice Sturtevant, daughter of Eugene and Mary (Clark) Sturtevant, a granddaughter of Rt. Rev. Thomas M. Clark, former bishop of Rhode Island and late-presiding bishop of the Episcopal church of the United States and Mexico.

PROF. CARROLL W. DOTEN, of the Massachusetts Institute of Technology, who is to originate the industrial service of the Emergency Shipping Corporation on its informational and statistical sides, is a professor of economics with a wide experience in practical affairs, due to his service on important state and national commissions. He began his professional career as an instructor, and later was register and secretary of the faculty of the University of Vermont, from which institution he graduated in 1895. In 1903 he joined the Tech faculty as assistant professor of economics, and in 1914 he was made associate professor. On arriving in Boston he at once identified himself with its best social-welfare agencies, and in Cambridge, where he resides, he came to be president of the Board of Associated Charities. In the taking of the Federal census of 1910 he was one of the government's experts in statistics called in to advise, his service, since 1906, as secretary of the American Statistical Association having given him technical mastery of methods of gathering and using data of many kinds. The Massachusetts commission which now administers the Workingmen's Compensation Law, owes much to him for his service as chief investigator of the problems which it has to face.

Honor has come to a Boston man, MAJOR GUY LOWELL, [in the award of the Italian Military Medal for Valor. Major Lowell

is a member of the American Red Cross and received the medal for distinguished work on the Italian front.

He is an alumnus of Harvard, class of 1892, and Technology, class of 1896. After his graduation from L'Ecole des Beaux Arts, Paris, he began the practice of his profession, as an architect in Boston. He has designed many notable buildings throughout New England, the Museum of Fine Arts in Boston being the most imposing monument of his skill.

PROF. JOSEPH C. RILEY, '98, now Major Riley, in a letter to his friends at the Institute from France, notes that the French papers are filled with essays instead of news and the English and American papers quite completely censored. "Am very busy," he continues, "with nothing but engines, gears and cranks and wheels from morning to night. It is easily the most interesting work I ever did.

"Give my best wishes to Professor M—— and all my friends. Tell them I don't envy them having to turn out two classes a year and I am glad I do not have to give the lectures on heat engineering. I left Professor Riley in Boston. When I did I fully expected to meet him again next October, but at present it does not look very much as if my expectations would be realized, so Tech will have to worry along without me.

"Ah, but this is the life. I am beginning to realize that I never lived before—and I may not live much longer. You don't know how it sets a man to thinking, when a heavy T. N. T. bomb drops near him in the night time in the streets of a great city. It does not make him afraid; it simply makes him lose his respect for mankind.

"But it is all for Liberty."

THOMAS C. DESMOND was graduated from Course I of the Massachusetts Institute in 1909, after having previously been graduated from Harvard College. After graduation, he spent four years traveling and working on engineering construction work in the West. During this period he was engaged at different times on construction work in thirty-six different states, and acquired an extensively varied experience in bridge, railroad, subway and heavy building construction, as well as experience in the financing of engineering projects. Since 1914 he has had offices in New York City as a consulting engineer, and in addition, he is now president of T. C. Desmond & Co., Inc., engineers and

contractors; vice-president of Lindsley, Desmond & Co., engineers and bankers, and president of the Newburgh Shipyards, Inc., engaged in building large steel cargo boats for the government.

The Newburgh Shipyards, Inc., was organized by Mr. Desmond, and is a considerable achievement for a man only thirty years old. The company is incorporated for \$3,000,000 and has developed a yard on the Hudson near Newburgh on which about \$2,000,000 has been spent for building construction and machinery installation in developing a new steel shipyard. The company now has contracts for ten 9000-ton dead weight steel cargo boats for the government, and the Emergency Fleet Corporation of the United States Shipping Board has expressed itself as highly satisfied with the progress that is being made by this company.

Mr. Desmond is a Republican, active in politics, and a member of the New York Young Republican County Committee, as well as secretary of the New York Young Republican Club. In 1916, he organized and acted as national treasurer of the Roosevelt Non-Partisan League, which carried on a pre-convention campaign for the nomination of Theodore Roosevelt for President. He later actively supported the candidacy of Mr. Hughes for President, and was a member of the committee which managed the primary campaign of Robert Bacon in the New York State Senatorial campaign. He has also been an active member of the New York Citizens' Union, various national college men's leagues and other reform political organizations, as well as taking an active part in the preparedness committees of the National Security League, American Defense Society, and other organizations. He helped to organize, and is now national treasurer of the Vigilantes, an organization of authors, artists and others, formed to syndicate patriotic articles free of charge to newspapers throughout the country. Mr. Desmond was recently appointed by Mayor John F. Hylan of New York City as a member of the Mayor's Committee on National Defense. He is also treasurer of the Harvard Engineering Society, and secretary of the Technology Club of New York. He contributes technical articles from time to time to magazines and newspapers.



## MISCELLANEOUS CLIPPINGS

### Technology Professors' Comment on the McKay Decision

It is our opinion that Górdon McKay meant to provide training for high-grade engineers, and we cannot believe that a handful of research students in mathematical-physics was his sole ambition for an engineering school, though it is now one of its essential elements. It is obviously our duty to the donor of such a fund to have its benefits reach as many young men of real ability as possible. Moreover, reasonable numbers are needed to give stimulus both to teachers and students. One of the great advantages of conducting our later years at the Institute is that from the start we should have in our courses a stimulating number of high-grade men composed of students in our own school, graduates of the Institute, and graduates of other colleges and technical schools from all parts of the world, a large and very desirable body who now come yearly to the Institute. From personal acquaintance with these men, we could always pick a number of able men fitted for training as investigators. In short, we could generously fulfill our obligations to the McKay fund and build up our school at the same time. Moreover, we have reason to believe that this work could be done not only without setting up unwelcome competition with the great body of undergraduate instruction at the Institute but also that we could count upon the hearty co-operation and approval of its staff.

Furthermore, the advantages of the economies to be effected by co-operation cannot be ignored if we desire to realize our educational ideals most fully. Educational institutions doing real work usually operate with perpetual deficits even in normal times, and while the ultimate effects of the war cannot be predicted, it is fair to assume that the increased responsibilities and demands and the reduced incomes which we now have to meet will continue after the war. The McKay fund is insufficient, and for years to come will be inadequate even to carry on our own departments as they should be conducted. We have had many lean years and will gladly face restrictions in a good cause, but we believe we can solve our problems more effectively as a going concern with students and funds.

There is another and important advantage in the arrangement suggested. It would permit the continuance of the cordial relations and the growth of the better knowledge of each other's work now existing between our small group of University professors and the members of the Institute staff. Such understanding between educational institutions is of real value to the community as well as to the institutions themselves. If we break away entirely, much that has been gained will be lost.

There are some difficulties and some disadvantages in the plan suggested. When two different faculties attempt to use the same laboratories and apparatus, personal needs are apt to come in conflict and even personal feelings; there will be conflicts of time-schedules hard to adjust, especially as the tabular views of the two institutions are built up differently; there may even be problems in connection with the two groups of students. There are, moreover, disadvantages in conducting part of the programs away from the pure science departments of the University. For we realize that the older engineering students will often desire to work in these departments; and also we fully recognize the mutual benefits to the departments of pure science and of applied science in working close together.

We think, however, that the advantages to all concerned of the successful working of some coöperative arrangement will outweigh its drawbacks. No one can foretell exactly how successfully the difficulties can be overcome, but it is the general opinion of the University teachers now working at the institute that these difficulties are not insurmountable and that some plan of coöperation should be carried out if possible. We believe that the plan we have in mind will work; but should suggest a short-term arrangement, revocable at a reasonable notice, its continuance to depend upon its success.

In view of the obvious advantages to both institutions, to the students, and to the profession of engineering and to the public, which will result from the successful working of some such coöperation, it should be at least tried, provided it shall be approved by the governing bodies of both institutions, the trustees of the McKay fund, and the Supreme Judicial Court. — PROFS. H. J. HUGHES and H. L. SMYTH, in the *Harvard Alumni Bulletin*.

If, as a result of the recent McKay decision, it is decided by Harvard University to break off all coöperative effort with the Institute of Technology, with a view to setting up completely independent engineering teaching at Harvard Square, then there are no means at present in sight for carrying on the technical half of the training. Pierce Hall, the former home of engineering at Harvard, and at best too small, is now fully occupied as a Naval Radio school, and is likely to remain so until the end of the war. No other Harvard buildings appear to be available. The construction of new Harvard buildings for engineering appears to be at present impossible, not merely on account of the difficulties of construction during war-time, but also on account of the lack of funds. The McKay bequest is estimated as likely to bring to the University a large sum of money for applied science after the death of the last annuitant, say forty years hence. At the present time, it brings to the University an income of only a little over \$100,000 annually, the principal being for the present out of reach. The University has hardly any other funds specifically applicable to engineering. It is hopeless for the University to staff and equip, much less to build, adequate engineering laboratories on an income of a little

over \$100,000. No first-class university attempts engineering education on such a budget.

If therefore the University cuts off all coöperation with the Institute, it will be left without engineering students, without engineering buildings, and with very insufficient funds for technical instruction, although in the immediate vicinity of a large engineering school operating competitively.

Moreover, during the past three years of work at the Institute, the University's engineering faculty has been in constant association with the Institute's faculty and student body. As a result, there has been attained a spirit and habit of coöperation between the two faculties, whereby much of the old mutual hostility has disappeared, to the great advantage of the opportunities for learning provided jointly by both. The coöperative use of the equipment belonging to both institutions has also been of great value to engineering instruction in Massachusetts. Students of engineering have not had to decide which school they would enter. The combined strength of both schools has been offered to all alike. If these two faculties are now obliged to separate completely, all these benefits will be lost to the community. The old hostility is likely to be revived. Both will compete in the same city, and both must reduplicate extensive laboratory equipment, besides duplicating engineering teaching, more or less. It should be possible to work out some plan of coöperation that shall be proper and legal in the administration of the McKay bequest on the one hand, and yet avoid all this waste and reduplication on the other. Such a plan should be approved by the courts, the trustees, and the governing bodies of both institutions. It is only reasonable to expect that a reasonable plan could be worked out between them.

It should thus be possible to organize a McKay school of engineering, under Harvard administrative control, with the first half of its work conducted at the University, and the second half conducted, as far as may be desirable, in the Institute laboratories rented for that purpose. If the endeavor is made between the University and Institute faculties to exchange facilities coöperatively, and to exchange courses and students, there will be a great saving of talent, money, and effort. There should thus be produced complete autonomy of financial expenditures and faculty administration, without needless reduplication of personnel or of equipment. All the students would benefit. Engineering teaching would benefit. Neither the University nor the Institute could lose prestige by exchanging facilities.

The above outline of a plan has so much to recommend it that it should be given a trial for a period of years, or at least until the end of the war. —  
PROF. A. E. KENNELLY, in the *Harvard Alumni Bulletin*.

The Harvard-Technology agreement has been set aside by the Court. A reading of the decision indicates quite clearly that it was not coöperation with Technology in itself that was considered to render the agreement invalid but only the character of that coöperation. It had the appearance of putting too much control, of school and finances, in the hands of Technology. The Technology faculty apparently had practical control of the Harvard school. The opportunity is now open to Harvard to devise another plan which shall remedy the difficulty, retain as many as possible of the benefits of coöperation, and at the same time take advantage of the lessons of the war. If the considerations herein advanced are sound, it seems that a new plan, consistent with the terms of the McKay will as now interpreted by the Court, might well be framed upon the following principles:

1. Harvard should have its own engineering faculty; and the University, through control of that faculty, should absolutely control the curriculum, the finances, and the students in the Harvard school.

2. The engineering faculty should lay out a required curriculum in each of the fields of engineering for which sufficient funds are available. That curriculum need not be the same as the Technology curriculum, but should be laid out from the Harvard point of view, embodying the ideas which the Harvard engineering faculty may consider most likely to conduce to thorough training. I do not think there is much difference of opinion that this curriculum should be less specialized and should place more emphasis on thorough fundamental training than the usual engineering curriculum. The course might be laid out to require five years, with a bachelor's degree given at the end of the fourth year, and a master's degree at the end of the fifth. It should be an engineering course, in the engineering school, from the beginning.

The first two years, which should be the same for all branches of engineering, should be given entirely at Harvard, as well as the non-technical studies of the later years. The engineering courses in these first two years would be drawing, surveying and mechanism, and the Harvard summer camp at the end of the second year. The technical courses of the last two years should be given at Technology, under the direction of and by the Harvard professors of engineering, taking advantage of the Technology buildings, equipment, and, so far as practicable, the teaching staff. Some of the courses at Technology, if considered suitable by the Harvard engineering faculty, might be made a part of the Harvard course; and conversely some of the Harvard courses might be made a part of the Technology course, and so duplication might be avoided, and economy of time and money effected.

The Harvard bachelor's degree should be awarded at the end of the fourth year.

The fifth year would be strictly technical except for one course, dealing with some business subject, such, for instance, as railroad transportation, and would be done at Technology, except that certain courses might be taken at Harvard if they could be carried on there to better advantage, as, for instance, at the Cruft Laboratory. For this year the master's

degree at Harvard might be given. Technology might allow its graduate students to elect this year for a post-graduate course.

3. The students in the Harvard engineering school would be registered in Harvard University, and would presumably live in its dormitories. They would have all the benefits of the University.

This plan would limit the coöperation between Harvard and Technology to the technical courses of the upper years. It would also supplement two fields at Technology which, though in existence, have not been as thoroughly cultivated as would be possible with the larger staff and greater resources made available by coöperation with Harvard. One of these is the five-year course. The Harvard five-year course, however, would be different from the present Technology five-year course, but Technology could coöperate by making the fifth year open to its own students, as already remarked. The other field is that of a general course in science and engineering as outlined above. This might be considered as replacing or supplementing the Technology course in General Science, which also has not been very actively cultivated.

By thus limiting the amount of coöperation between the two institutions, it would enable them to coöperate on a more equal financial basis than under the present plan, and would thus tend to reduce the probability of an unduly preponderating influence being exerted by either. Contrary to the opinion which seems to prevail in Harvard circles, the University under the present arrangement carries but a very small part of the burden of engineering education, Technology's contribution to the work that is conducted jointly being enormously greater than Harvard's.

Such a plan as above outlined, or one essentially like it would apparently conform accurately to the provisions of the McKay will, as well as to the ideas of Mr. McKay, who assuredly never contemplated a school of pure science or a school of research. He certainly intended to found a school which should attract a considerable number of students, and which should teach them engineering. Such a course and such a plan would also conform to the ideas which the writer has held and preached for many years, and in which he is very pleased to find himself unanimously supported by his colleagues in the Harvard engineering faculty, as well as by many in the Technology faculty, that our engineering schools should not specialize so much in the four-year course, and should not attempt to carry students so far into detail.—PROF. GEORGE F. SWAIN in the *Harvard Alumni Bulletin*.

With a view to mobilizing the educational institutions of the country and their facilities for special training, there has been created in the War Department a Committee on Education and Special Training. Associated with it will be five civilian educators, known as an advisory board of educators. The functions of the committee will be to mobilize the country's schools and colleges behind the army. It will encourage and arrange for the technical education of men needed by the several branches of the army, particularly

Two Tech  
Experts

the Ordnance Bureau, the Signal Corps and the Engineers. It is estimated that within the next six months 75,000 to 100,000 men of the nation's armed forces will be given intensive training in the schools and colleges. In a degree the educational institutions are already rendering patriotic service to the government, but it is planned that there shall be a systemization of their efforts and that their facilities for technical training shall be fully utilized.

The committee will be composed of Col. Hugh S. Johnson, Deputy Provost Marshal General; Lieut.-Col. Robert I. Rees, of the General Staff, and Major Grenville Clark, of the Adjutant-General's Department. The five advisory members of the committee, whose selection has been approved by the Secretary of War, are: Dr. Charles R. Mann, of the Carnegie Foundation for the Advancement of Teaching and the Massachusetts Institute of Technology; Dr. James R. Angell, of Chicago, dean of the faculties of the University of Chicago; J. W. Dietz, of Chicago, director of education, Western Electric Co.; president of the National Association of Corporation Schools; James P. Munroe, '82, of Boston, a member of the Federal Board for Vocational Education (which appointment will include the interests of the trade schools and schools of secondary grade), and Dr. Samuel P. Capen, of Washington, specialist in higher education.—*Engineering and Mining Journal*.

The majority of reports coming in from the colleges have shown an unusually poor average of scholarship, as evidenced by mid-year examinations. Whatever the excellence of the undergraduates' effort in subjects and courses having a military aspect—and it has been beyond reproach—the students have appeared to neglect the challenge of the times, in so far as it commanded a new seriousness in all branches of their activity.

The statement just issued by the Massachusetts Institute of Technology establishes an exception to this rule, however. There only nineteen men have been dropped for poor scholarship at this season—a good many less than the number of dismissals last year, despite the fact that the Institute has ninety per cent of its normal enrolment. The young engineers and technical scientists seem to be taking their responsibilities with all due energy, and deserve credit for it.

Technology has another claim to distinction. At a time when other colleges are finding it difficult to make their students study and when the number of withdrawals because of poor classroom work is abnormally large, the Institute reports fewer failures than ever before. That only 13 men were dropped at mid-years, not one of them a senior, is evidence perhaps of the seriousness with which engineering students take their training. The Institute, incidentally, has lost no opportunity this year to tell its undergraduates of the national need of technically educated men and of the help they can be in winning the war.—*Boston Transcript*.



## BOOK REVIEWS

A SHORT HISTORY OF SCIENCE, by W. T. Sedgwick and H. W. Tyler, Professors of Biology and Mathematics, respectively, at the Massachusetts Institute of Technology; New York; the Macmillan Company.

It is a good many years now since Professor Sedgwick and Professor Tyler began their optional course in the third year on the history of science. Thorough and interesting and successful as it has been, it has been taken by a comparatively small portion of each school generation. So long as it was optional, many men preferred to attend courses which they deemed either more practical or less taxing. The result has been that the majority of Institute men have gone out to their work knowing little or nothing of the history of the sciences, pure or applied, which were to be their life work. It is to be hoped that with the revision of the curriculum, always imminent and now even promising, a knowledge of the history of science will be required of every man who is to receive a degree as bachelor of that science.

Until that happy day comes, the best substitute for the course given by the men themselves is their book, at last published, the result of years of collecting, sifting and organizing the tremendous amount of material accumulated, particularly in the last two centuries. The present volume is a happy medium of scholarship. It is neither so erudite and specialized as to be food for only graduate students, nor so popular and elementary as to lack serious and lasting value. The mathematical sections, it is true, are conceived and written only for those of some mathematical inclination or experience; yet even if they appear Greek to the large, serious reading public that knows little or nothing of mathematics, they should be well within the grasp of any man who has taken the required mathematics at the Institute.

The remainder of the book, fortunately, requires no special knowledge of any science and is as clear and interesting to the average liberally educated man, the class in which the present reviewer finds himself, as to his more technically educated brother. The full treatment of the earlier periods, especially the East, Egypt, and Greece, is in marked and welcome contrast to a recent volume of the same general character prepared for the students at



the Carnegie Institute. And as the centuries progress and the material becomes more complex, the reader is never allowed to lose his way. In arrangement, emphasis, wise compression, full reference, and illuminating comment, the work of tracing the rise of scientific progress through the centuries is made as easy and interesting as possible for both kinds of readers.

Two features of the book are especially notable: The appendix contains some eight or ten of the most notable documents, the oath of Hippocrates, the record of Galileo before the Inquisition, Harvey's dedication to his book on blood circulation, and the like. Notes like these are not easily accessible to the reader who runs that he may read at all, and they add immensely to the sense of actuality of the events recorded in the body of the work. There are also a large number of well-selected passages in quotation, both extracts of authorities on the facts and general statements by noted men on the importance to the world of this scientific progress therein recorded. As an anthology, no less than as an original compilation, therefore, the book is noteworthy.

In brief, it is pleasant that two teachers in the Institute, a place given to publishing papers expressed mostly in funny-looking formulæ, should have done this work in the spirit of liberal and popular scholarship. The Short History of Science will be an asset to the too scanty literature of the sort; it should also be an asset to the reputation of the Institute among the general public. And when I say that every undergraduate should either read the book or take the course, I will add that this goes twice for the alumni. This book should be the natural complement of their professional knowledge, and in reading it they can be sure that they are securing in an interesting way a kind of liberal culture which they need not be afraid will insidiously lay them open to the charge of being tainted with belles lettres or the fine arts.

R. E. R.

**METER RATES FOR WATER WORKS** by Allen Hazen, S. D., M. Am. Soc. C. E., '88, M. I. T., Consulting Engineer, New York. New York. John Wiley & Sons, Inc. 217 pp. 6 x 9, cloth; \$2.25 net. Reviewed by H. K. Barrows, M. Am. Soc. C. E., '95, M. I. T., Consulting Engineer, Boston, and Associate Professor Hydraulic Engineering, Massachusetts Institute of Technology.

The necessity of conserving our supplies of water for municipal use in the more populous communities has come to be clearly recognized during the past few years. The water used by many

of our larger cities is brought long distances and requires supply and distribution works of great cost. It is now realized that water is a commodity of value which should be sold in measured quantity, not only to prevent leakage and waste but as a basis for an equitable charge to consumers.

Great progress has been made in the development and manufacture of water meters, and the trend is strongly toward their general use, whereby definite rates for the sale of water can better be established.

The subject of water rates has received attention in many individual cases — particularly of private companies, often under the scrutiny or direction of the courts or public service commissions.

This book by Mr. Hazen is a timely contribution on this important subject, and of special value in that while practical details and applications are freely given, it keeps clearly before the reader the important principles involved in fixing meter rates. As the author states, its preparation is the direct outgrowth of his service as Chairman of the Committee on Meter Rates of the New England Water Works Association. This committee, after an exhaustive study, made a report to the Association in March, 1916, which after extended discussion was formally adopted under vote of November 6, 1916.

This New England Water Works Form of Rate recognizes the principle of the sliding scale and provides three rates, to be determined for each case, as may be necessary to provide the required revenue. The rates, when determined, are applied to quantities of water per annum defined and made uniform by the schedule. A service charge is also provided, to cover cost of meter, service, reading meters, collecting bills, etc., and unregistered water.

Many valuable suggestions and examples are given to clarify logical methods of deciding the necessary details of individual cases and at the same time tend toward the ideal framework of the general method.

A comprehensive outline and graphical comparison of existing meter rates in many cities and towns is well presented and made particularly effective by the use of logarithmic diagrams. A minimum rate based on frontage (as suggested by a committee of which the late Freeman C. Coffin was chairman) and the advisability of extra rates for high service districts are also the subjects of interesting chapters.

The author uses the term "load factor" (familiar in power distribution and sale) to express the extent to which a meter is used annually, as compared with its maximum rated capacity. It appears to the writer that the term "capacity factor" would be more logical and appropriate for this purpose.

This book will be found of value and should be carefully read by water works commissioners and superintendents. The engineer in investigations for valuation and rate making, as well as the student, will also find it useful. It is a distinct acquisition to our literature relating to water supply.

### SANITARY CLASSICS MADE AVAILABLE

STATE SANITATION: A Review of the Work of the Massachusetts State Board of Health, by George Chandler Whipple, '89, Professor of Sanitary Engineering in Harvard University and the Massachusetts Institute of Technology, Member of the Massachusetts Public Health Council. Vol. II. Cambridge, Mass. Harvard University Press. London: Humphrey Milford, Oxford University Press. Cloth; 6 x 9 in.; pp. 441; illustrated. \$2.50.

In the second of his three volumes epitomizing the work of the Massachusetts State Board of Health, Professor Whipple devotes most of his space to 34 reprints and abstracts of papers and special reports scattered through the many volumes published by the board from 1869 to 1914. In addition, Professor Whipple presents many very brief abstracts of scientific articles and reports published during the period named.

The first of the reprints is an address on "State Medicine" delivered by Dr. Henry I. Bowditch at the first meeting of the board, September 15, 1869. Following this a circular letter addressed by the board to "The Mayor and Board of Health of Every City, the Selectmen of Every Town, Every Member of the Legislature of 1869, and Every Clergyman and Physician in Massachusetts." It contains the following sound doctrine: "We believe that all citizens have an inherent right to the enjoyment of pure and uncontaminated air, and water, and soil; that this right should be regarded as belonging to the whole community; and that no one should be allowed to trespass upon it by his carelessness, or his avarice, or even by his ignorance."

Extracted from the 1878 report of the board is a paper entitled "The Filtration of Potable Water," written by Prof. Wm. Ripley Nichols. This is one of many classics on water and sewage treatment which are reprinted in full or abstract in this volume. Some of the other papers and authors are: "Suggestions as to the Selection of Sources of Water-Supply," by F. P. Stearns; "Typhoid Fever in Its Relation to Water-Supplies," H. F. Mills; "The Chemical Precipitation of Sewage," Allen Hazen; "Microscopical Analysis," Wm. T. Sedgwick; "Investigations Upon Nitrification and the Nitrifying Organism," E. O. Jordan and Mrs. E. H. Richards; "The Interpretation of Water Analyses," T. M. Drown; "Some Physical Properties of Sand and Gravel, with Special Reference to Their Use in Filtration," Allen Hazen; "Examination of Sewer Outlets in Boston Harbor," X. H. Goodnough; "Review of Twenty-One Years' Experiment Upon the Purification of Sewage at the Lawrence Experiment Station," H. W. Clark and Stephen De M. Gage.

Equally important writings and authors as well known in other lines of health board work could be given if space permitted. Enough have been cited, we trust, to bring again to the minds of our readers the many contributions made by the Massachusetts State Board of Health to public sanitation and the value of the work done by Professor Whipple in making readily available to all these classics in sanitary engineering and public health. — *Engineering News and Record*.

**DESCRIPTIVE GEOMETRY.** By Ervin Kenison, '93, and Harry Cyrus Bradley, '91, both of Massachusetts Institute of Technology. New York: The Macmillan Company. Cloth. 290 pp. Price, \$2.00.

Here is a textbook with an unusual motive or mission.

In any professional drawing of an engineering or architectural nature, especially if the element of design occurs, the draftsman or designer must see clearly the conditions in space. This has been well expressed by saying that he must be able to think in three dimensions. Such an ability is natural to but few. Fortunately, however, it is a power which can be acquired, more or less readily, by the great majority. This power can be gained, and it usually is by the so-called "practical" draftsman, by the simple process of making and re-making working drawings. But the same power can be acquired much more rapidly, and when acquired can be more forcefully and efficiently applied in designing, through the study of descriptive geometry.

The point of view in this book is that of the draftsman. Mathematical formulae and analytic computations have been almost entirely suppressed. Students readily apply their knowledge of the theoretical mathematics to a finished drawing. For example, they make trigonometric computations from drawings with considerable facility. On the other hand, in applying even the simplest principles of solid geometry during the construction of a drawing the student is often anything but facile. The method of attack throughout this book is that which shall most clearly present the actual conditions in space. Wherever experience has shown that a simple plan and elevation are not amply sufficient for this purpose, additional views or projections have been introduced freely, corresponding to the actual drafting practice of making as many side views or cross sections as may be needed.

The amount of ground covered by this book is sufficient to enable the student to begin the study of the technical drawings of any line of engineering or architecture. It is not a complete treatise on descriptive geometry.

—*Journal of Education.*

## NEWS FROM THE CLASSES

1868

ROBERT HALLOWELL RICHARDS, *Secretary*,  
32 Eliot Street, Jamaica Plain, Mass.

E. S. Safford, whose address is 3 High Street, Somerville, N. J. in reply to a letter from the secretary, writes under date of February 8 as follows:

I was greatly interested in your letter describing your life at Randolph and appreciate your kindness in copying it for me. It shows that among your many accomplishments you are proficient with the typewriter.

I have shot porcupines in Nova Scotia, but never a skunk; am glad you have arrived at the conclusion that they are practically harmless to vegetation and are really a friend to man. I have seen them on the plains, many miles from any habitation, and wondered how they supported life. It is told that they are subject to rabies and in that condition are, of course, very dangerous, but I never saw a mad one.

One of my nephews bought an abandoned farm at Putney, Vt., about four years ago, has gone extensively into the raising of berries and apples. He has met with fair success and hopes in another year, when the young apple trees are in full bearing condition, to be able to show a profit on his investment. The care of his orchard must devolve upon somebody else for a while, as he has been commissioned a second lieutenant in the Signal Service and is located now at Little Silvers, N. J., not far away.

Perhaps I told you I have a grandson in France, Kenneth Safford Gaston, who went over last June with the Harvard Unit of Ambulance Drivers. He saw service near Verdun and then at Soissons, but is now in the aviation office in Paris.

These young members of the family are the only ones able, or allowed, to do any active work for the government.

I have been to Washington to see if I could in any way or anywhere help the cause, found that much younger men are preferred in all branches of the service. My deafness alone would be sufficient handicap if I could conceal my age, and that begins to be apparent. I notice that very few Tech men employed in any kind of service graduated prior to 1890 and it is evident that the surviving members of the earlier classes are regarded as of little account for any active participation in the war.

You, fortunately, as an expert in chemical research and treatment of ores, can be made useful, but there is nothing for a superannuated, deaf railroad builder to do, except to grow gracefully older and read of the exploits of our successors.

I don't know as I could ride a bicycle now, at any rate must wait until twelve inches of snow have disappeared before trying.

The following is the secretary's answer to the above letter:

Thank you for your kind letter of February 8, which I enjoyed receiving very much.

In my letter, while I believe I told you that I had disposed of three skunks, I did not tell you how I disposed of the first one. I set my trap alongside of the overturned garbage pail with the trap pretty well buried up in garbage, and with its chain firmly attached to the ground. When I came to look at it in the morning, instead of finding the porcupine, I found a skunk, and I had no firearms at all at hand. The question came up, should I keep him there permanently or find some means for his disposal? I went to my garden tools and picked out an iron rake with

the longest handle that I had, and I walked round that skunk time after time, and he kept turning his head as I walked, always facing me, but he did not do as Mark Twain or some other great author said he would, twist his neck off and die as a consequence. He, therefore, left me at the end of my circular path with my original problem unsolved. As good luck would have it, he finally tired of turning round, and I concluded that I would risk it. I went up near enough to him and hit him a hard whack on the back of his head with the back of my rake. Simultaneously with this I saw come from the two glands, one on each hind leg, a stream of the yellow oil which seemed to combine as one stream, and at its maximum, it looked as if it was as large as my two fingers, and a foot long. He did not, as the historical skunk is always said to do, dip his tail in this oil and switch it at me, but he simply expired. The smell of the skunk instantly permeated our whole camp and all the neighboring camps, and was reported as being present in ample volume up at the hotel a quarter of a mile away. I buried the place where the oil was thrown with fresh earth, and in a few hours the smell had disappeared entirely.

In regard to apples, I think the great thing is to settle upon the best kind of apples and to grow them in a district where there is an apple club or an apple firm which goes round and buys the apples on the trees. I am afraid we have no such club or firm at Randolph, but I hope I may be able to stir one up by the time we get to that point. This, however, is a long way off, and I may never see the apples at all.

I note what you say, "but there is nothing for a superannuated, deaf railroad builder to do." I think that we old fellows can do something. First of all, we can keep our health as good as possible by taking little exercises suitable for our age, and second, by keeping up our interest in all the matters that are going on in our neighborhood, clubs, church, political, etc., and giving a helping hand whenever the opportunity makes it possible to do so. It certainly gives us a great deal of pleasure to feel that we are keeping up with the ideas if we cannot keep up with the work of the time. You have pictured me as having a great advantage over you, owing to my metallurgy and ore dressing. Well, I think in a way I have, but you must remember that all the great companies would a thousand times sooner have a younger man than I, and that I have spent forty years of my life putting in my very best efforts to make that younger man ready to supplant me when the time came.

Whitney Conant writes under date of February 6:

I had your long and interesting letters the other day. I was very much interested in gardening once, too, and derived very much pleasure from it. I liked it so well I even thought of taking to farming, but I am glad I didn't, I believe now I should never have made a success of it. I surely never had the endurance to have made a "fullhand" at it.

When in Nova Scotia, I raised one season some very good cantaloupes—I guess the only ones that had ever been grown in Pugwash. Started them early in a hotbed, so they had time to ripen before frost. In Long Branch I had fine strawberries and raspberries, but my digestion had left me, so my only pleasure was in seeing them grow and having other people enjoy them. My wife and I spent the early part of summer and most of the spring of 1909 in Europe, landing in Italy and coming up through Germany and so on to Paris. Before we came home I could eat nearly everything and drink four or five glasses of beer a day, with no bad effects, but it all left me as soon as we got home and I was as sensitive as ever. However, I am as anxious as any one to see Germany, or at least its militarism destroyed, notwithstanding I believe if I could spend my summers there I should benefit greatly, as far as health is concerned. As I shall reach the allotted three score and ten years next Monday, it doesn't much matter after all whether I am ever able to go back—and I very much doubt that I should like to go—would rather spend the time in France and Switzerland if I were ever able to go over again.

I am glad to know the Institute is doing so much and helping so much in the work of the war. It looks pretty dark at times, but the Allies *must* win, if the world is to be fit to live in. One sees so much criticism which too often seems well justified



that one's faith in our helping much, beside lending money and selling supplies at good profits, grows small, however one mustn't despair.

I send you a check for the "war activities" now, and perhaps some more later.

John Mason Little writes:

The enclosed check has had many brothers who have gone to the war. I wish they could be larger, individually, but "many a mickle make a muckle," as the Scotch say.

Eben S. Stevens writes:

I am not to be surprised if the sun should rise in the west and be an hour late, as our trains are. Do not be discouraged in lack of appreciation by M. I. T. men. I tried it on, once, and wrote one hundred and thirty-odd letters and received one reply.

I am enclosing check as a starter for your fund.

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### 1870

CHARLES ROBERT CROSS, *Secretary*, M. I. T., Cambridge, Mass.

James L. Hillard, who was a member of our class from 1866 to 1868, died suddenly from heart failure while at luncheon on March 4 last. He was buried in Mount Auburn Cemetery. He is survived by a widow and two daughters.

Mr. Hillard did not continue in professional work after leaving the Institute, but in 1869 became Assistant Clerk of Committees of the City of Boston, which position he retained until in 1873 he resigned in order to become private secretary of Mayor Cobb. In 1877 he was appointed Assistant City Collector and in 1879 Assistant Clerk of Committees again. Later he became clerk to the Police Commissioner. He retired from the service of the city in 1896. At the time of his death he was connected with the controller's department of the Boston City Club.

The secretary learns that Samuel Cabot (M. I. T., 1906-'09), son and namesake of our classmate, is major in the service of the United States now at Camp Devens.—Ralph Gray, son of Samuel S. Gray, is a captain and also at present at the same camp, and a younger son is in the navy.—A son of David Loring is an officer in the Second Regular Infantry, at the front in France. David Loring, himself, is located in Seattle, inspector for the National Shipbuilding Company in the interest of Norwegian owners.—J. A. Osgood writes from Sierra Madre that only his age, seventy-six, prevents his joining the service. Both his zeal and his hesitation to act upon it will be appreciated by all his classmates. A year since, he met with a serious street accident which nearly cost him his life, from which, however, he has recovered.



1873

SAMUEL EVERETT TINKHAM, *Secretary*,  
The Warren, Roxbury, Mass.

No report received from the secretary.

Notice has been received of the death of Clarence L. Howes, born March 28, 1848, died March 7, 1918. From the *Boston Herald* of March 8:

Dr. Clarence L. Howes, one of the most prominent medical practitioners in Plymouth County, died yesterday at his home at Hanover Four Corners, after a two weeks' illness. He was a member of the Hanover School Committee for thirty-three consecutive years, prominent in town and county affairs and a writer on contemporaneous affairs.

Dr. Howes was a graduate of Amherst College, the Massachusetts Institute of Technology and the Dartmouth Medical School, and was a school teacher, civil engineer and physician in turn.

He was born at Mattapoisett, March 28, 1848, the son of Dr. Woodbridge Howes. The family removed to Hanover in 1864 and young Howes attended Hanover Academy where he fitted for Amherst College, from which he was graduated in 1869. After a period of school teaching he entered Massachusetts Institute of Technology and was graduated in 1873 as a civil engineer. He followed this profession until 1876, when he began the study of medicine and entered Dartmouth Medical School, from which he received his degree two years later.

After a term at the Long Island College Hospital he returned to Hanover, where he soon built up a practice which extended to all parts of Plymouth County. He is survived by a daughter, Caroline.

1874

CHARLES F. READ, *Secretary*, Old State House, Boston, Mass.

John C. Chase has been re-elected vice-president for Massachusetts of the New England Historic Genealogical Society.

William F. Halsall is busy at work on marine paintings at his studio at Provincetown.

The secretary has been elected a member of the Diocesan Board of Missions of the P. E. Diocese of Massachusetts, a member of the Council of the Society of Colonial Wars in the Commonwealth of Massachusetts, and also for his nineteenth term clerk and treasurer of the Bostonian Society.

Willis R. Russ has made his annual vacation trip; this time he has been to Florida and while there he sent the secretary a branch of oranges, but alas, they were on a souvenir post card and not in the fruit.

George B. Ferry, the well-known Milwaukee architect, died suddenly in that city on January 29 last. He was born in Springfield, Mass., February 7, 1851, was graduated at the Springfield High School in 1870 and studied architecture at the M. I. T. in 1871 and 1872 with the class of 1874. Mr. Ferry designed many prominent buildings in Milwaukee, while a member of the firm of Ferry and Clas, and it was said of him that the city owed to him a

large part of her architectural dignity and distinction. He married Mrs. Cora F. Phillips of Springfield, Mass., in 1880, and she, two sons and a daughter survive him.

George H. Barrus, president of the Class Association, who is chairman of the Power Test Committee, American Society Mechanical Engineers, took charge of an important public hearing of that committee which was held in New York last December, relative to the proposed revision of their "Test Codes."

John Lyman Faxon, who was a special student in architecture with the Class of 1874 in the years 1873 and 1874, died in Newton, Mass., March 13. Mr. Faxon practiced his profession in Boston for a number of years, and among the notable buildings which he designed are the Baptist Church in Newton Center, the Rollins Chapel at Dartmouth College and the Hotel Victoria in Boston.

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#### 1875

E. A. W. HAMMATT, *Secretary*, South Orleans, Mass.

The thirty-sixth annual meeting and dinner of the class was held at Young's Hotel, Boston, at 7.30 P.M. on March 1, 1918, with ten members present, viz.: Beal, Bowers, Dorr, Goodale, Hammatt, Hibbard, Homer, Lincoln, Mixter and Plimpton. Several who had intended to be present were prevented by illness. At 9.30 President Hibbard called to order for business. The records of the last annual meeting were read and approved, and the secretary-treasurer submitted his reports which were accepted and approved. Beal submitted the report of the Executive Committee in the usual form, but at least one member remarked that it was better than usual. It was duly accepted. The election of officers resulted as usual in the return of the old board. Mixter, who is a major in the Medical Officers Reserve Corps, on duty at Washington, D. C., told of some of the work being done by two of his sons in France, and one in Washington. Homer has a son in England, in the U. S. N. R. Flying Corps. Beal called attention to the fact that this meeting was the thirtieth consecutive one at which he had been present.

Deaths occurring since the annual meeting of February 23, 1917, which have come to the secretary's knowledge, are: William R. Ware, March 28, 1917; J. H. P. Hughart, August 16, 1917; Fred W. Stickney, January 17, 1918; Jacob M. Taylor, February 25, 1918.

Adjourned at 10.20 P.M.

Since the meeting the following death occurred, viz.: Thomas Aspinwall, March 2, 1918.

1876

JOHN RIPLEY FREEMAN, *Secretary*,  
815 Grosvenor Building, Providence, R. I.

No report was received from the secretary.

Notice has been received at the Alumni Office of the death of Thomas Aspinwall, Course I, member of the firm of Aspinwall & Lincoln, civil engineers, Boston.

1877

RICHARD A. HALE, *Secretary*, Essex Company, Lawrence, Mass.

A Lawrence paper under date of February 27, 1918, prints the following account of the annual reunion of the class:

Richard A. Hale of this city was re-elected secretary and treasurer of the Class of '77, M. I. T., at the annual meeting of the members last evening at the Engineers Club in Boston. President Robert D. Andrews presided and those present were:

Robert D. Andrews of Andrews, Jones & Rantoul, architects, Boston; Francis H. Bacon of F. H. Bacon & Company, furniture and interior decorators, Boston; W. H. Beeching with Little, Brown & Company, publishers, Cambridge; George W. Capen, architect, Canton Corner; E. W. Davis of the Puritan Press, Boston; Arthur W. Everett, architect, Boston; Richard A. Hale, principal assistant engineer, Essex Company, Lawrence; C. F. Lawton, commissioner of Board of Public Works, New Bedford; B. C. Mudge, with the United Shoe Machinery Company, Beverly; Frank E. Peabody of the firm of Kidder, Peabody & Company, Boston; F. I. Sherman, civil engineer, of West Mansfield; George F. Swain, professor of civil engineering at M. I. T.; B. T. Williston, manager of United Injector Company, Boston.

The old board of officers was re-elected for the ensuing year: President, Robert D. Andrews; vice-president, B. T. Williston; secretary and treasurer, Richard A. Hale.

Letters were received from various members who were unable to attend, and a telegram was received from George J. Baldwin, vice-president of the American International Corporation and chairman of American Shipping Board, and F. W. Wood of the Maryland branch of the Bethlehem Steel Company, extending greetings. Informal conversation and discussions occupied the remainder of the evening.

From the *Baltimore Sun* of January 16, 1918, comes the following interesting news of Fred W. Wood:

The retirement is announced of F. W. Wood as general manager of the Sparrows Point plant of the Bethlehem Steel Company. For forty years, or since his graduation from the Massachusetts Institute of Technology in 1877, Mr. Wood has been continuously engaged in the manufacture of steel and in shipbuilding operations, and has had little rest. He felt, it is understood, that after his long pull it was about time to let go and give up the routine work and the grind to a younger man, particularly in view of the constantly growing burdens as a result of the development of the local plant.

Since coming to Baltimore to take over the direction of the Sparrows Point Steel Works, Mr. Wood has become closely identified with every phase of the city's life, and has always taken an active interest in movements for the civic welfare. He is a member of the Board of Trustees of the Johns Hopkins University, a director of the Consolidated Gas Company, and a director of the Savings Bank of Baltimore. He was born in Lowell, Mass., received his early education in the public schools of that city and later entered the Boston Tech. He immediately entered the service of the Pennsylvania Steel Company and remained with it.

Many of the sons of the members of the Class of '77 are in the service in various branches. Some of them are in France and others in important positions in this country.

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1879

CHARLES S. GOODING, *Secretary*, 27 School Street, Boston, Mass.

No report has been received from the secretary.

The Alumni Office has been notified of the death of William Perkins McMullan of Boston. The Boston *Transcript* of February 21 said:

William Perkins McMullan, agent in Salem of the Naumkeag Steam Cotton Company, familiarly known as the Naumkeag Mills, died at his home at 23 Chestnut Street in that city this morning, following illness of about a month's duration. He was in his fifty-ninth year. Born in Salem, he was graduated in 1877 from the high school and then for a year attended the Massachusetts Institute of Technology, after which he went to the machine shops of the Saco Water Power Company, in Saco, Me., and from there to the Laconia Manufacturing Company's plant in New Hampshire.

In 1891 Mr. McMullan was called to Salem to become superintendent of the Naumkeag Mills, the large cotton factories in that city, and two years later, upon the death of the agent, Edward F. Balch, Mr. McMullan was made agent of the mills, the highest position in the management of the business.

After the big fire in Salem, in 1914, Mr. McMullan was one of the most active of the citizens who undertook relief and rebuilding work. He was vice-president and a trustee of the Salem Savings Bank and a trustee of the Salem Public Library. He belonged to the Salem Club, the Eastern Yacht Club, the Tedesco Country Club and was a member of the National Association of Cotton Manufacturers. He was married in 1898 to Harriet Gould, by whom he is survived. There are no children.

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1880

GEORGE HUNT BARTON, *Secretary*,  
89 Trowbridge Street, Cambridge, Mass.

William Hadwin Ames, eldest son of the late Oliver Ames, former governor of Massachusetts, died March 26 at his city home, 267 Commonwealth Avenue. He was in his fifty-eighth year, and, like many of his family, was born at North Easton. He had been ill for about a year, but a week ago suffered a shock which hastened his death.

Mr. Ames studied at the Massachusetts Institute of Technology, and was a member of the Class of '80, but left before his graduation, and associated himself with the Ames Shovel & Tool Company at North Easton. While this had been his principal business interest he was associated with many other lines of business activity. He formerly was president of the Ames Pneumatic Service Company. At one time he served his district in the House of Representatives. He was president of the North Easton Savings Bank and a director in the First National Bank of Easton.

In the field of sports Mr. Ames was fond of yachting, and he owned the *Cigarette* which has figured prominently in races. He sold this yacht about a year ago. Mr. Ames was a member of the Massachusetts, New York, Eastern, Boston, and Bristol, R. I., Yacht Clubs; Algonquin Club, Union Club, Exchange Club, Merchants' Club, New England Kennel Club, Boston Chamber of Commerce, Beacon Society, Norfolk Republican Club, Republican Club of Massachusetts, Massachusetts Automobile Club, of which he was president at the time of his death, and Bay State Commandery of Knights Templars of Brockton.

Mr. Ames maintained a country estate at North Easton where he resided when not in Boston. He is survived by his wife, Fanny H. Ames; one brother, Oakes Ames, who is a professor at the Harvard Botanical Gardens in Cambridge; and four sisters, Mrs. Frederick G. Hall of 260 Beacon Street; Mrs. George M. Nowell, who has been spending the winter at Los Angeles, Cal.; Mrs. Thomas Taylor of Columbia, S. C.; and Mrs. Lilian Ames Chatman of Boston.

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1881

FRANK ELDEN CAME, *Secretary*,  
Metcalf Apartments, Westmount, Montreal, P. Q.

FRANK H. BRIGGS, *Assistant Secretary*,  
146 Summer Street, Boston, Mass.

The following letter under date of February 27 was received from Edward Warren:

I have been intending for some time past to write you about the work I expect to be engaged in this spring and summer, beginning, I hope, very shortly.

Late last December I wrote the Bureau of the Biological Survey, U. S. Department of Agriculture, at Washington, volunteering my services in any way they could use me. In reply they said they would be glad to have my aid in the extermination of prairie dogs and other destructive rodents in New Mexico, where they expect to do a large amount of that work in coöperation with the local authorities. A little later in January I was called to Denver for a conference with Mr. E. W. Nelson, chief of the Biological Survey, and Dr. A. K. Fisher, assistant chief in charge of the economic work. From them I learned that it was also planned to do much work in Colorado, and that they would use me here. I have heard nothing further as to details.

The extermination of these animals is really in the way of food conservation, as they are very destructive to crops and pasture land, rendering much of the latter practically useless about their towns. It is estimated that 32 prairie dogs will eat as much grass as a sheep. A bulletin of the Colorado Agricultural College pertinently asks, why not raise sheep instead of prairie dogs? Forest Service men state that the grazing capacity of some parts of the national forests in this state have been increased 50 per cent by the extermination of the prairie dogs.

The work is mostly done by means of oats poisoned with strychnine. An ounce of the poison is enough for 14 quarts of the grain. A teaspoonful is put at each hole in a dog town, or at a round squirrel hole. A few grains will do the trick for the unfortunate animal which eats it. Just for practice I have recently been assisting a neighbor who has a ranch about fifteen miles southeast of Colorado Springs where



there are many of the animals. Altogether we poisoned 1150 holes on two trips, but the weather has been so variable that we have been unable to go back on the ground since the last trip to check up results. Sometimes they die outside the hole, sometimes inside. We found  $3\frac{1}{2}$  dead dogs after the first day's work, something had eaten the other half of the fourth, and we could see no live animals on the area we had treated.

The ground in these towns was practically bare of grass. You would think a prairie dog would starve to death there, yet the animals killed were quite fat, as I found when skinning them.

Just what my duties will be I do not yet know. At first I will be with the man sent from Washington to take charge of the work, and will learn what is to be done. Other help will be employed, of course, but at present I am totally ignorant of all details. I might add that I expect my flivver will be made use of in the work.

The last TECHNOLOGY REVIEW has just come, and I see that John Duff has two boys in service. Bully for John.

George A. Mower of London, England, writes under date of January 17 as follows:

I have had several letters from the son of Howard Barnes, '81, Harold S. Barnes, who is now about completing his course as a gunnery officer in the École Militaire, Fontainebleau. He has been over in France some time and did excellent work with the Ambulance Corps and then was transferred into the other service. I have met quite a number of the American naval officers and also a number of the doctors. Most of the troops do not pass through London but go from Liverpool to Southampton and from there to France, so I have not had the opportunity of seeing the sons of several old friends. I understand they are quietly sending over troops as rapidly as possible and they certainly cannot come too soon, as it will be a big job to beat the Germans.

The following clipping from the *Indianapolis News* of February 22 tells of the death of a classmate:

Frank G. Darlington, age fifty-eight, formerly superintendent of the Indianapolis division of the Pennsylvania Railroad, died February 21, 1918 at his home, 1240 North Delaware Street. During the eight years he was superintendent of the Indianapolis division, prior to his retirement twenty years ago because of illness, he was widely known in the business life of Indianapolis.

Mr. Darlington was born in Chester, Pa., in 1859. His early life was spent in Pittsburgh. He was graduated from the Massachusetts Institute of Technology and immediately went into the service of the Pennsylvania Railway Company, by which he was employed continuously until his retirement in 1898. Before coming to Indianapolis in 1890 he was superintendent of the Muskingum division of the Pennsylvania.

He was a member of the American Engineering Society and of the Chamber of Commerce, the Board of Trade, the University Club and the Columbia Club. He is survived by his widow and three sons, Frank Darlington of Pittsburgh and John and James Darlington of Indianapolis. Burial will be in Zanesville, Ohio.

After leaving the Institute Frank was with the Pennsylvania Railroad, lines west of Pittsburgh, as assistant engineer and engineer and soon became superintendent of the Indianapolis Division, Pennsylvania lines west. He held this position during the Pennsylvania coal strikes and the work incumbent upon him was so strenuous that he broke down under it and had aphasia. He was for a while in New York under medical treatment and since about 1905 spent his time between Indianapolis and Hyannisport, Mass.

He was married in 1883 and had three sons, the first one being the "Class Boy." This boy graduated from Princeton. The second son, Frank Graef Darlington, Jr., graduated from the Institute in 1916 and our Frank was one of the two living graduates of the class who could not be present at the reunion that year (the other being George Mower, located at London). Frank sent the following telegram: "Very sorry, but my health prevents; it is a bitter disappointment; my second son Frank Graef, Jr., graduated from Tech this year."

The last time Frank was with the class was in 1911 at our "Twentieth."

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1883

HARVEY STUART CHASE, *Secretary*, 84 State Street, Boston, Mass.

Mark A. Lawton is visiting his son in Aiken, S. C. Lawton is at the present time engaged almost exclusively on work for the United States Navy.

What David Wesson is doing in the way of war work is shown by the following clipping from the *Syracuse Post-Standard* of March 9.

In an illustrated lecture at the Y. M. C. A. auditorium last night, before Syracuse Section of the American Chemical Society, David Wesson of Montclair, N. J., a chemist who enjoys a world-wide reputation as inventor of the Wesson process for refining oils, urged the most drastic conservation of fats and oils as a war emergency measure, and necessity of more liberal laws permitting the sale of oleomargarine and similar substitutes.

Mr. Wesson was a resident of Cortland nineteen years ago, when he perfected the process which bears his name and which was first applied to the refining of cottonseed oil. Prior to that time the oil was irregular in quality and its odor in cooking was such that only the best grades were used. The discovery made it possible to use most of the oil, of any grade and in any season, providing a product as uniform in quality as granulated sugar, almost colorless, entirely odorless and tasteless.

The process has since been applied to many other vegetable oils with equal success. At the time the discovery was perfected cottonseed sold for \$10 a ton at the mills. Just prior to the war the farmer received \$30 to \$40 a ton. Within the past year it has sold as high as \$80. It is conservatively estimated that the discovery and consequent increase in use of cottonseed oil has netted growers an average of \$140,000,000 a year, and that this year, with present prices and a crop of 12,000,000 bales, it will bring them an added profit of \$336,000,000.

Edward F. Stevens writes as follows:

Perhaps the most interesting reference to my work was in regard to the overseas hospitals which I planned in collaboration with Mr. Charles Butler of New York. This was referred to in a two-column item, under date of February 11, by the Washington correspondent of the *Herald*, under his heading of "Army Hospitals Here and Overseas." If you will refer to the current number of *The Architectural Record*, you will find a pretty good description of these overseas hospitals in an article written by me on "War Hospitals in France." On advertising page 104, of the same number, you will note that I expect to have my first real book launched on the unsuspecting public within a few weeks. I am enclosing a prospectus of this book.

The prospectus of Stevens's book, which the REVIEW hopes to



have a copy of in time for review in the July number, is a most attractive affair. The book is entitled "The American Hospital of the Twentieth Century" and is a treatise on the development of medical institutions in Europe and America since the beginning of the present century. The prospectus gives a list of thirty modern hospitals designed and equipped by Stevens, either as architect or associate architect. The book looks to be an unusually valuable contribution to a specialized profession which is sure to advance tremendously as a result of the war.

B. S. Paddock writes as follows:

B. S. Paddock (Paddy) never married—three nephews (officers) in war, two across water. Ranchman, philosopher and friend to poor, thinks only hope for the world is that the war started as result of big business, will not end because big business gets scared of its control, but will result in the unseating of big business and materialism from the high house of financial despotism. Plans now being formulated by big business for commercial control after this war, means continuation indefinitely of human strife, restlessness and periodical suffering of mind, body and spirit of the world. Present address, Rocky Ford, Colo.

H. H. Sharp writes:

I have no note of interest to forward you regarding myself except to add that I have a son in France in the 151st F. A. who has recently been made a first lieutenant. He was commissioned second lieutenant at Benjamin Harrison last August, arrived in France about October 1, attended artillery school until January 1 and has since been assigned to the above regiment.

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1884

HARRY W. TYLER, *Secretary*, M. I. T., Cambridge, Mass.

Mexico has the ultra-modern embassy in Washington. A smoothly working press bureau, supplying Mexican news, works daily in semi-official contact with the ambassador.

Ambassador Ygnacio Bonillas, the Mexican ambassador, who has an American wife, was a Madero man when the first revolution started in Mexico. He balked at joining the Huerta treason, and was always close to First Chief Carranza.

Back in 1884, Bonillas graduated at the Massachusetts Institute of Technology. Previously he had taught public school in Tucson, Ariz.

The ambassador holds that many misconceptions of Mexico are due to widespread enemy propaganda circulated throughout the United States.

To remedy this evil, the Mexican News Bureau, established in one of Washington's office buildings, makes an effort to provide newsy data on Mexico's attempt to climb back to a state of prosperity, after years of war.—*Brooklyn Citizen*, January 5, 1918.

Recent newspapers report the purchase of the Waldorf-Astoria in New York by a company of which du Pont is said to have control. This is not his first great venture in the hotel business, as he is practically the owner of the Hotel McAlpine, and of a large hotel property in Wilmington, Del.

The Waldorf opened its doors in 1893 and has now changed hands in consequence of the death of the original proprietor, Mr. G. C. Boldt. It has some 1600 rooms and is said to have yielded an annual profit of \$500,000.

1885

I. W. LITCHFIELD, *Secretary*,

1712 Eye Street, N. W., Washington, D. C.

No notes received from the secretary.

The following clipping about Allen is from the *Christian Science Monitor* of February 22, sent in to the REVIEW office:

Charles Ricketson Allen, who is to have charge of the instructors' training school for shipbuilders which is opening at Hog Island, in Pennsylvania, under the patronage of the Emergency Fleet Corporation's department of industrial training, has had a long and honorable career in the state of Massachusetts as an educator, with specialized knowledge of a sort that the nation can now use in the way above described. Much of his life has been identified with the city of New Bedford, where as a boy he went to the Friends' School. After graduating from the Massachusetts Institute of Technology he returned to teach in the public schools, and later to experiment with industrial education in a way that gave him a state reputation, and led to his being invited to come to Boston and act as agent of the State Board of Education in furthering industrial education throughout the Commonwealth. That was in 1911, and as the work developed, as the new type of education took root and the need of teachers for it became apparent, he was made agent in charge of the state school for training vocational schoolteachers. Since 1914 he has been organizing this arm of the state's teaching staff, and incidentally speaking and writing about it for New England and national audiences as opportunity has offered. Consequently he has a reputation far beyond the region in which he actually works.

1887

EDWARD GALBRATH THOMAS, *Secretary*,  
360 Rockingham Street, Toledo, Ohio.

Timothy W. Sprague died December 7, 1917, in the Brookline Hospital after an operation for acute appendicitis. It can safely be said that in the death of this classmate, '87 has lost its most popular member. He was endowed with those qualities of temperament and character, that personal magnetism, which permits men to form and keep intimate and lasting friendships. He was sympathetic, interested in the lives of his friends, and ever ready to extend a courtesy or to render substantial assistance. His home was at all times a rendezvous for his friends. In student days he was eager to help in all activities, and one finds his name among the Class Officers, Society of '87, the fraternities, the Tech Board, Glee Club and other organizations, while in the thirty years which have followed 1887 no one has more often been called on to aid and work in carrying out the reunions of our men, and to his cordial and active assistance our solidarity of class spirit is largely due.

Tim was very "human" in his daily life and was devoted to his mother and sister, both of whom survive him. He delighted in out-door sports, which he played to win, though purely from his desire to do all things well. He was very greatly interested in the stage, had many sincere friends in the theatrical profession, and

for a long time was president of "The Amateurs," an organization which gave each winter a number of interesting and commendable performances in Boston and Brookline. His clubs were the Technology, Boston Athletic, Longwood Cricket, Wardroom and Brae Burn Country Club.

Sprague gave much time to military service, beginning in 1885, when he served as a private in the Signal Corps of the First Brigade, M. V. M. On October 4, 1890, he joined the Naval Battalion, M. V. M., as seaman, rising to coxswain, quartermaster and gunner's mate. September 30, 1892, he was appointed lieutenant, J. G., in the battalion and served until November 26, 1895, acting as adjutant for about one year of this period. In 1898 he enlisted in the First Corps of Cadets, M. V. M., and participated in the guard service performed by the Corps during the Spanish War. In 1899 he was again appointed lieutenant in the Naval Battalion and served another term of enlistment. He was a member of the Loyal Legion.

Sprague was born in Fitchburg, Mass., August 28, 1865, the son of Leander T. Sprague, one of the foremost merchants of that city. He received his preparation for the Institute in the public schools and entered with '87 in 1883, graduating with the class from the mining course. He returned to the Institute for a time as Assistant Instructor in Assaying and Metallurgy, then became connected with the *Electrical Review* as New England Manager and later as an editor in their New York office. In 1889 he was employed by the Thomson Houston Electric Company, at first in the Northwest, then in their motor and mining departments at Boston, having the application of the company's machinery to coal mines especially in his charge. After a later connection with Westinghouse, Church, Ken & Co., he opened offices in New York and Boston as a consulting engineer and developed a large practice in advisory work, having a deserved reputation for conscientious and thorough investigation, clear judgment and honest and well-considered decisions. He investigated and reported upon mining properties and public utilities in nearly every state in the Union and in Mexico, Alaska, Cuba, Nicaragua, British Columbia, Nova Scotia and Newfoundland. He planned and supervised the electrical equipment of a large number of mines in the West Virginia District and for a number of years prior to his death was Consulting Engineer to the Boston Consolidated Gas Company, the McKell Coal and Coke Company, the Board of Councillors of the National Highway Association and others. Among the important investigations which he carried on was a very complete topographical and structural survey of the coal properties of Charles Henry Davis of New York in the states of Kentucky, Tennessee and West Virginia, covering a very large area. He was associated with George Otis Draper in the Shea Pink Granite Company, the Arizona and New England Construction Mining Company, and



TIMOTHY WILSON SPRAGUE, '87

other interests. He was a member of the American Institute of Mining Engineers and was a frequent contributor to the technical press.

George Otis Draper was appointed captain in the Aviation Section Aeronautics Reserve Corps on February 18. Captain Draper is placed on active duty and has been ordered to report to the Officers School of Military Aeronautics, Massachusetts Institute of Technology. Draper has been much interested in military matters for many years, having been a member of the Seventh Regiment of the New York National Guard, and having served with that regiment for nearly a year on the Mexican Border in the recent troubles at that point. Several years ago he made a balloon flight for a long distance, reaching a very high altitude. His interest in the position to which he is now appointed can be assured.

H. C. Spalding was recently appointed to the position of captain in the Quartermasters Department of the army, and is at present stationed in New York making a study of the mechanical and electrical equipment of the Bush Terminals for the Superintendent of the Division of Docks, Wharves and Terminals.

It is rumored that Fred Todd is connected with the Intelligence Department of the navy.

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1888

WILLIAM GAGE SNOW, *Secretary*, 24 Milk Street, Boston, Mass.

The secretary regrets to report the death of our classmate, Edgar F. Dutton, who graduated in Course VI. He was always interested in class matters before and after graduation, and not long ago sent the secretary a lot of class data, including the record book of the Society of '88, of which he was one of the founders.

After graduation, Dutton was electrical engineer with F. M. Kimball in Boston, 1888-91. Since then he has been with the General Electric Company at Boston and Schenectady. In 1898 he went to Norfolk, Va., to supervise the electrical installations on the battleships *Kearsarge* and *Kentucky*.

On the completion of this work he went to the main office of the company at Schenectady, where he remained until his death, which occurred in the Ellis Hospital, January 15, 1918, resulting from an illness which developed just before Christmas.

Dutton was born in Boston November 29, 1866, his father being a surgeon of long service during the Civil War. Of his family, a sister, Mrs. J. M. Moore, alone survives him.

Theodore F. Laist, '88, is Major, E. O. R. C.—Miss Elizabeth F. Hyams, engaged in food conservation work in Massachusetts, was present in January at a conference on food administration held in Chicago.—Blood is engaged in war work in connection with the American International Shipbuilding Company's Hog Island



shipyard in Philadelphia; his address there is 140 North Broad Street. He is in charge of the course on Public Utilities at the Harvard School of Business Administration.—Robb and Claffin give lectures in their course on Public Utilities Operation.—Richard Eppes is now located at Hopewell, Va.—Faxon is temporarily serving as secretary to Congressman C. D. Paige of the 3d Massachusetts District at Washington.

The class held its annual dinner at the Engineers Club, Boston, on April 2; twenty-four members in attendance.

Maj. Henry J. Horn related his experiences during a six months' stay in Russia as a member of the Red Cross Mission. His studies related chiefly to questions of transportation. On the way out he visited Fukuzawa at Tokio.

E. S. Webster told of some of the experiences of his firm in building for the government.

A committee was appointed to have charge of a celebration in June to mark the thirtieth anniversary of graduation.

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#### 1889

WALTER H. KILHAM, *Secretary*, 9 Park Street, Boston, Mass.

The following '89 men are listed as in military service: W. M. Beaman, Maj., E. C., U. S. R.—Harry L. Rogers, Col., Q. M., U. S. A.—Clayton W. Pike, Maj., Elect. Eng., Ord. Dept.

The *Boston Globe* of Friday, January 25, contains the following about Pike:

Clayton Warren Pike, a graduate of Technology in the Class of 1889 and well known locally and in other parts of the country as an electrical engineer, has been appointed to the Ordnance Department with the rank of major, and will be assigned to immediate service.

Mr. Pike was born in Fryeburg, Me., July 11, 1866, and graduated from Technology in 1889. He gained experience as an electrical engineer with the Merrimac Manufacturing Company of Lowell, the Queen Company and the Faulkenburg Company of Philadelphia, was instructor in electrical engineering at the University of Pennsylvania from 1890 to 1892, and in 1900 became vice-president and general manager of the Keller-Pike Company of Philadelphia, as well as chief of the Philadelphia Electrical Bureau.

He is a member of the American Institute of Electrical Engineers, the International Society of Municipal Electricians, the Society of Illuminating Engineers, the Society of Municipal Engineers, the Jovian Electrical League, the Engineers Club and the Rotary Club. He is joint author of Roper's *Engineers' Handbook* and author of "Questions and Answers for Engineers." He lives in Philadelphia and is married.

Jasper Whiting is Captain in the Signal Corps.—Frank L. Pierce is now serving as Chairman for the Local Board, Division 1, Providence, under the selective service regulations.—Duane's son, Ellard Blume Duane, is 2d Lieut., Field Artillery, and in January was stationed at Camp Taylor, Louisville, Ky.—Henry Howard is director of Recruiting Service of the United States Shipping Board

which conducts a free navigation school and a free marine school at the Tech for the training of officers for the Merchant Marine. The Recruiting Service has its headquarters in the Boston Custom House. The steamers *Calvin Austin* and *Governor Dingley* have been turned over for its use and at the present time a thousand men have been trained and about five thousand are under instruction. Howard's story of how he has built up this service and how he made every drug store a recruiting station sounds like a fairy tale, but has the merit of being true like all of Howard's many other achievements.

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1890

GEORGE L. GILMORE, *Secretary*, Lexington, Mass.

ALUMNI DINNER AT WALKER MEMORIAL, JANUARY 12, 1918

The following from '90 were present: Alden, Batchelder, Gilmore, Goodwin, Packard, Rogers, Roots, Tilson, Wason. A telegram was received from De Wolf of greetings, and regrets at not being with us.

Card was received from Elton D. Walker in January, acknowledging receipt of Christmas box. Walker is a Captain of Engineers, and is now in France.

Schuyler Schiefflin is a Captain in the 31st Aero Squadron, Construction Division, and is now in France.

Letter recently received from Eugene A. Holmes at Los Angeles advises us that his son, a boy of twenty, is now in France in the Engineering Corps. He volunteered before the cantonments were constructed, at American Lake, Wash. Many of the boys at the time were in the hospital for lack of proper equipment for their feet, and the boys dubbed it "Valley Forge." While the Company was there, Holmes sent them 300 pairs of socks that he solicited from the merchants of Los Angeles. The boy is in Company F, 117th U. S. Engineers. Holmes has been in California now for about four years, where he is practicing law.

The secretary is always glad to receive letters from former classmates, and hopes some of you will wake up and come across in the near future.

Further response to our request for men of the class to advise what sons that were at Tech: Billy Collins of Norwich, Conn., writes that he has two sons at Tech—one, Howard, a sophomore; and another, William H., a freshman. Both are taking the military option, in preparing to do their part when the call comes. Billy thinks that he and Len Wason hold the record for number of sons with which they are blessed.

Fred Metcalf writes us that he has interrupted his Red Cross knitting long enough to make a sleeveless sweater available for the Tech boys in France, and has knitted one that has more or less of his handiwork in it. I trust you know where to send it.



Anything for the Technology War Relief should be sent to the Rogers Building, Boylston Street, Boston. The work done by the ladies of the Technology War Relief is most surprising. Hundreds of articles have been turned out, and the many letters received from Tech boys in the service, not only at our camps here, but abroad, show the appreciation and need there has been for this help through the Technology Alumni Relief Work.

At the alumni dinner Charlie Alden appeared, the first time we had seen him for a number of years. He had left Seattle, and is now a captain in the Quartermasters Reserve Corps. He was first located at Camp Grant, Ill., as supply officer of the 86th Division Sanitary Train. He is now, however, located at the Depot Quartermasters', 400 Brookline Street, Cambridge, Mass.

We have just been advised, "Chic" Waite has resigned his position as city manager for Dayton, and has received a commission as lieutenant-colonel in the U. S. Army.

Charlie Sherman advises us that his oldest son, John M., is a freshman at Tech, and he hopes that later his younger son will follow in the same footsteps.

Wallace McGregor writes as follows:

I am located fourteen miles out from Battle Mountain at Galena where I took two leases, one on all the dumps of several mines and another on two of the best lead-silver mines of the camp. I put up a 25-ton concentrating plant last summer and have been shipping since September. Now Breitung & Co. of New York have taken an option to buy all the mines at Galena and want my leases and the mill. I will get my investment back and a fair profit besides having my time for next four years free for other work. I took a five-year lease on both propositions.

On February 21, Pierre du Pont gave a dinner at New York at the Metropolitan Club, to a group of about twenty financiers, including leading bankers of New York and Philadelphia, for his associates in the du Pont Company and the General Motor Corporation. It was a momentous occasion in the history of the American automobile industry. The bankers present reported it as most impressive. It means that the auto business is to have as sponsors the great financial and executive resources of the du Ponts.

The *Boston Globe* of March 18 has a résumé of the address Dr. Franklin W. White delivered at the Harvard Medical School on that date. The subject of the address was "How to Conserve Food Stuffs and at the Same Time get the Full Value for Money Spent."

Darragh de Lancy is secretary of the War Department District Board of the Second District of Connecticut.—Hayden is chairman of the Finance Committee of the Chicago, Rock Island and Pacific Railway. In December he was elected one of the directors of the Cramp Shipbuilding Company.—George Hale, who is chairman of the Research Council and has been on the job in Washington for the past two years, is living with Mrs. Hale at the Hotel

Grafton. The secretary was in Washington in February, and had the pleasure of dining with Mrs. Hale and the Corporal.—G. L. Gilmore is chairman of the Lexington War Chest Association, to handle the war relief work for the remainder of the war, in the town of Lexington, Mass.

We regret to note that Schuyler's son, Schuyler Hazard, Jr., is home from college temporarily disabled by throat trouble and rheumatism. He has recently been in a Rochester hospital for the removal of his tonsils and is expected to be in his usual good health in a month or so. He entered Tech last fall, and was obliged to give up for the present, but we certainly trust that another year will find him back.

The following clipping relative to our classmate, Schuyler Hazard, who has served for three years as Mayor of Albion, New York, shows what good results can be obtained from having the right man in the right place.

On Monday of this week, March 4, 1918, there came to an end three busy years for the retiring president of the village, to whom in a large measure is due the successful carrying out of many public improvements long hoped for by the people of Albion.

To Schuyler Hazard is due the grateful appreciation of a people, and we believe we voice that appreciation in giving to our readers an outline of the good work accomplished by him, aided as he has been by a Board of Trustees, who, with him, have carried out the policies mapped out and pursued with tireless energy and with a devotion seldom seen in public servants in these days.

In all of the above work the retiring president of this village, Mr. Schuyler Hazard, has had the hearty co-operation of the Board of Trustees at all times, and the corps of able and efficient heads of departments have seconded his every effort and carried out the wishes and plans of the Board in an excellent manner, and it is to this splendid combination of all of the forces working together that is due the fine results achieved.

The following letter from William P. Flint we think will be of interest to all of our class:

52 TUCKAHOE ROAD, NEPPERHAM YONKERS, N. Y.

March 15, 1918.

*Dear Gilmore:*

I have just forwarded a small contribution to Walter Humphreys in response to your circular letter of December 8.

At that date I was in London, having arrived the 4th with Prof. John G. Callan, also a Tech man, and Mr. George Mixter, as one of a commission sent over by the American International Corporation to make certain investigations in which the United States Shipping Board was interested. I went as a representative of the Westinghouse Electric and Manufacturing Co.

We were in England until the 10th of January and saw a great deal to interest us, but had no adventure except to be waked by the anti-aircraft guns at about 4 A.M. the second morning. Every one took things very quietly, although the noise was a good counterfeit of one of our Fourths. People assembled in the hallways in various stages of dishabille and the hotel served them with tea. After a while the noise subsided and every one retired to finish their night's sleep. An amusing feature was the way a pet parrot went slowly back and forth between the shoulders of an old lady and gentleman.

There was one other raid while we were in London, but that night we were temporarily absent on a trip to Scotland, where we were shown through many shipyards on the Clyde.

There is no question but that England is in dead earnest. Men in civilian clothes are the exception rather than the rule, and women are to be seen working in the shipyard factories alongside of the men. They serve as conductors on the London busses and in many other ways are replacing men.

We were driven about Glasgow by a young lady chauffeur and learned casually from our guide, a major in the English army, that she was his daughter and was thus doing her bit.

I was in Boston working up my report at Stone & Webster's last month, but was too busy to be able to look up my friends.

1892

GEORGE H. INGRAHAM, *Secretary*,  
2040 East 107th Street, Cleveland, Ohio.

C. H. CHASE, *Assistant Secretary*, Tufts College, Mass.

The secretary writes:

While I am the secretary of the Class of '92, since moving to Cleveland I have not come in contact with any '92 men, although I have seen many other Tech men here, so I have nothing to report on the class affairs of our class. Hope I may have something to report in the future.

1894

S. C. PRESCOTT, *Secretary*, M. I. T., Cambridge, Mass.

W. E. Piper, who has been for many years in charge of the factories of the Boston Rubber Shoe Company, has retired from active business with the United States Rubber Company and is now in service with the Council of National Defence in Washington.—R. Sturgis has been commissioned a captain in the Sanitary Corps, Food Division, Surgeon-General's Office, and is now in the Training Camp at Camp Greenleaf.—J. C. Stevens is a captain in the 101st Cavalry.—F. B. McKebben has recently been appointed Expert in Lecture and Recruiting Service of the Industrial Service Department of the Engineering Fleet Corporation. McKebben has been called upon to take charge especially of propaganda to make college and technical school students throughout the country acquainted with the opportunities for patriotic service in this line of work. He has prepared lectures both technical and popular to be delivered by himself and others at many of the colleges throughout the United States.—H. B. Russell is a member of the Executive Committee of the New England Fund for Italian War Relief and has immediate charge in Boston of materials and supplies for Italy. These very much needed materials are forwarded by him directly to a group of Institute men in Italy for the Red Cross, among whom is our classmate, Guy Lowell, who holds the commission of major in the Red Cross and has been awarded the Italian Military Medal for valor for distinguished work on the Italian front. Major Lowell, before America entered the war, was especially

interested in the American Ambulance Service in France and ran the Boston office for recruiting to that service. The *Transcript*, March 1, says of him:

Major Lowell is one of the leading American architects. The Museum of Fine Arts on Huntington Avenue is probably the most notable of the buildings which he has designed, although throughout the country, and more especially through New England, are numerous buildings erected from his plans. He was born August 6, 1870. He took the degree of A.B. at Harvard in 1892 and the degree of B.S. at Technology two years later. He went to Paris to study at L'Ecole des Beaux Arts, and following his graduation in 1899 began the practice of his profession in Boston. He designed the much-discussed proposed circular courthouse in New York.

He is the author of "American Gardens" and other books, is a trustee of Simmons College and has been a lecturer at Technology. His office has lately been in New York City.

R. B. Price continues to do remarkable service in publicity along general patriotic lines, the publications of his committee being especially devoted to the stimulation of patriotic activity and efficiency.—R. S. Weston has recently published an account of experiments on the recovery of grease from sewage sludge. This method consists of precipitation of the sewage by use of acids and the separation of the grease which can later be purified and used in a variety of ways. Apparently Weston has found a cheap method of treatment and a solution of a problem which has been studied rather unsuccessfully for many years.—W. C. Peet has been elected the first president of a new National Association of Electrical Contractors and Dealers. After leaving the Institute, Peet studied in Germany at Heidelberg and Darmstadt, worked for a while in Muremberg and on his return to America joined the Engineering Staff of the American Telephone & Telegraph Co. Later with a Mr. Powers he formed the electrical contracting firm of Peet and Powers, which handles much electrical construction work. Peet is also treasurer of the Conference Club of the Institute of Electrical Contractors of New York City and has been the representative of the National Contractors Association on the National Electrical Code Committee.—R. H. Kirk is General Comptroller of the Rockefeller Foundation in New York City.—R. Loring, who has lived for many years in England where he has been engaged in the printing press business, is in Boston for a short time but is likely to return to England soon in connection with the same line of work which he has been engaged in for many years.—J. N. Ferguson is a member of the Commission on Water Ways and Public Land with headquarters at the Dry Dock in Boston.—A. R. Mackay is back at Wickenburg, Ariz., in charge of the mining operation at that place. S. H. Thorndike is, with the other members of his firm, Fay, Spofford & Thorndike, engaged in the plans for the important Quartermaster Force and Terminal Facilities which are planned for this city of which, no doubt, a more complete account will be given somewhat later.

1895

W. D. PARKER, *Secretary*, 12 Bosworth Street, Boston, Mass.

*In Service*

Azel Ames, Maj., N. Y., C. A. C., U. S. N. G.—D. E. Aultman, Maj., War Dept., Washington, D. C.—De W. Burkhalter, Capt., Co. D, 17th Ry. Engrs., Am. E. F.—Charles W. Bigelow, sent abroad by government, on wool situation.—John Boedeker, Lieut., U. S. R. C.—Thomas C. Clarke, Jr., Capt., Engr. Corps, U. S. R.—William B. Claflin, Capt., Co. B, 114th Engrs., E. O. R. C.—P. M. Churchill, Maj., 2d Batt., 304th Reg. Engrs., E. O. R. C., N. A.—Charles M. Gay, Capt., Engrs., U. S. R., Gen. Engr. Dept., Washington, D. C.—Parker H. Kemble, Insp. Shipping, Marine Engrs.—Herman Kotzchmar, Jr., 1st Lieut., Engrs., C. A. C., U. S. N.—Charles L. Parmelee, Capt., E. O. R. C.—W. S. Rhodes, 1st Lieut., E. O. R. C.—W. Powell Robins, 1st Lieut., Adj. Genl.'s Off., 79th Div., Washington, D. C.—Harry J. Sheafe, Capt., E. O. R. C.—William B. Stork, Ensign, U. S. N.—T. H. Wiggin, Capt., Engrs., France.—John C. Wolfe, Capt., E. O. R. C.—George S. Whiteside, Asst. Surg., Med. O. R. C.

*Personals*

Gerard Swope and F. W. Draper have been gathering up a little well-earned publicity while pursuing their respective jobs, in Japan and Russia. Mention of their work in detail is made elsewhere in the REVIEW, under general articles. During a visit to Washington in December, Donham spent a day at Camp Meade with our classmate, Maj. P. M. Churchill, and says of him:

I found P. M. very happy in his work; in fact, more so than I have ever known him to be. His fellow-officers are as congenial as any crowd I have ever come in contact with, and I am certain that when the 304th arrives in France they will be a credit to the country and to themselves. They are working hard and are disappointed that they have not already been sent abroad, as, without exception, they went into a pioneer regiment expecting that it would be the first to go abroad. As a matter of fact, practically all of the special units have gone first, which has been a disappointment.

Several of the officers informed me that P. M. is the most popular officer in the battalion and at the same time one of the best-informed officers in camp on matters both military and engineering.

I am sure all of '95 will join in saying "Good luck and best wishes to P. M."

Harry Barrows writes:

Aside from serving on various committees for collecting funds on war matters, my personal activities so far have been indirect, or perhaps enforced, due to the loss of several men from my office staff, among whom are Captain Shaw of the 301st Engineers, M. I. T. 1909, and Sergeant Sawyer of the 504th Engineers, M. I. T. 1912.

Booth reports meeting up with A. D. Dean, while over in New York early in the year. Dean, who was formerly at Albany as



State Supervisor, is now Professor of Vocational Education at Columbia University.

At the alumni dinner held January 12, at the Walker Memorial, the following men were present: Booth, Brackett, G. Clapp, S. S. Clarke, Drisko, A. D. Fuller, Haven, R. R. Lawrence, W. D. Parker, R. K. Sheppard, W. S. Williams.

1896

CHARLES E. LOCKE, *Secretary*, M. I. T., Cambridge, Mass.

DR. JOHN A. ROCKWELL, *Assistant Secretary*,  
24 Garden Street, Cambridge, Mass.

The secretary has tried hard to secure a complete list of '96 men who are engaged in any kind of war activities and the following list comprises results to date. Much of this information has been obtained from the December REVIEW which contained a complete list of all Tech men in war work up to that month. If any member of the class has information regarding men not listed, or in regard to the actual work of men that are listed, the secretary will be very grateful for such information. It is believed to be of great importance to have the records as complete and as nearly up to date as possible.

Butler Ames, Major-General, Mass. State Guard.—William P. Anderson, Capt., E. O. R. C., Co. A, 112th Eng., A. E. F.—Dwight E. Aultman, Maj. See note at the end.—T. W. Bailey, 1st Lieut., 301st E. O. R. C.—R. E. Bakenhus, Com., Civil Eng. Corps., U. S. N., Emergency Fleet Corporation, Bureau of Yards and Docks, Armor and Projectile Plants.—Daniel M. Bates, Maj., O. O. R. C., U. S. A., Sup. Div.—George K. Burgess, Member of the American Scientific Commission which visited Europe.—John G. Callan, Shipping Board Commissioner to Europe.—Robert C. Clarke, 1st Lieut., Co. I, 156th Regt., 39th Div., Camp Beauregard, La.—Joseph W. Clary, in charge of design and scientific section of Bureau of Construction and Repair, Navy Dept.—William H. Clifford, Maj., 155th Depot Brig., 80th Div. of Inf., N. A.—Dr. W. D. Coolidge, Experimental Investigation work for the government.—N. H. Daniels, Treas. of Committee on Public Safety and Chairman Local Fuel Committee, Bedford, Mass.—Robert S. Hardy, Capt., E. O. R. C., Recruiting Officer, 20th Engrs.—Prof. H. W. Hayward, Instructor in the Naval Aviation Department, and also in the Merchant Marine Officers School for Engineers. He is also doing considerable government testing work.—Prof. C. G. Hyde, Member of the Board of Engineers on Camp Fremont Water Supply. Designed sewerage works complete, involving 17 miles of pipe.—William R. Hedge, Member of the Advisory Board of U. S. Government Bureau of War Risks.

Advisor to the Insurance Committee of the U. S. Shipping Board and one of the Managers of the U. S. Shipping Board Emergency Fleet Corporation Insurance Fund. Chairman of Liberty Loan Insurance Committee.—James L. Howe, N. R. C. Special Committee on Platinum of the Chemical Committee, also training students at Washington and Lee University in Chemical Work.—William A. Kent, Lieut.-Col., 162d Depot Brig., 87th Div. N. A.—Walter J. Mayo, Maj., 2d Battery, 103d Inf., U. S. A., A. E. F.—J. G. Melliush, affiliated with U. S. Public Health Service as Administrative Health Officer of Sanitary Engineering. Has done executive work in connection with local Y. M. C. A. and Red Cross and organized Community Singing.—George Merryweather, Government Inspection of Machine Tools at Washington.—Charles Morris, Pay Inspector, U. S. N.—Louis S. Morse, as Executive Engineer of the York Manufacturing Company, has had charge of engineering work pertaining to 500-ton ice plant and 5000-ton beef storage plant for Expeditionary Force in France, also on plans for equipping U. S. war vessels with refrigerating plants.—Reginald Norris, 1st Lieut., 166th Depot Brig., Inf., N. A.—Dr. John A. Rockwell, Med. Corps, Base Hospital No. 44.—C. J. Smyser, Capt., Med. O. R. C., 19th Co., 5th Bat.—F. W. Smyser, fire prevention work with the Bureau of Yards and Docks, Navy Dept.—J. S. Smyser, Capt., Ord. Dept., U. S. A. R.—Charles E. Stamp, Capt., Ord. Dept., Small Arms Div.—H. S. Taft, General Manager in charge of construction of concrete Dry Dock No. 4 at Norfolk Navy Yard.—Morton C. Tuttle, Emergency Fleet Corporation, U. S. Shipping Board, Manager Division of Production.—William G. Wall, Maj.—Arthur F. Woodsum, Machinist, Portsmouth Navy Yard.—C. A. Wentworth, associated with the Foundation Company. Has been on the construction of storehouses and hospitals for the army, Governors Island, N. Y., also launchways for battle cruisers, League Island Navy Yard, of shrinkage pit for large guns, Washington Navy Yard, and of four wooden shipbuilding yards, building 55 ships.

Mrs. Paul G. Burton and Miss Rebecca Kite are both engaged in Red Cross work.

The secretary has received letters from several members of the class, from which the following excerpts are taken:

Frank Thanisch has gone back to Cananea, Mex., from Arizona, the Green Cananea Company having resumed mining operations, having arranged a working agreement with the Mexican Government. He reports labor scarce and an entire dependency upon the United States for all supplies. "The border authorities are very strict; for instance, an individual coming into Mexico is permitted to bring in not more than two pounds of butter. As the latter is not obtainable locally, almost every one coming in brings in some for a friend. For the time being an employee is permitted to pur-



chase fifty cents' worth of food per diem at the Company store. It is probable that in the near future supplies will be more plentiful, although there is no knowing what kind of an embargo the United States may place on foodstuffs. It is not an easy matter to get into Mexico at the present time. The United States authorities at Naco are on the lookout for slackers and Germans. Passport regulations require eight photographs, six for the United States and two for Mexico."

Mrs. Callan wrote from Madison, Wis., that her husband, Prof. John Gurney Callan, was sent to England in November by the American International Corporation at the request of the Shipping Board to investigate an internal combustion engine. He is presumably back in the States by this time, although the secretary has heard nothing further.—Billie Anderson sent photograph of himself taken at Camp Sheridan shortly before leaving for France. It is a typical snapshot showing him at attention just outside his tent.—James Melliush sent a clipping containing an account of the community singing at Bloomington, Ill. Apparently this work has been very successful.—Mort Sears is located at Paintsville, Ky., representing the interests of P. J. White and the Paint Creek Development Syndicate. They are drilling oil wells in a new district and hope for good results.—Gene Laws reported in February that he had left the position of superintendent of the O. & C. Smelter at Salida, Colo., and was going to Northport, Wash., as manager of the smelter there.—Cannon sent a letter and also copy of the Christmas number of the *Deseret News* from Salt Lake City. The paper was particularly interesting because right on the front page was a full page picture of the Deseret Bank Building, which is in course of erection and which was designed by the firm of Cannon and Fetzer.—Miss Cora Greenwood notified the secretary of the death of her sister, Miss Grace Greenwood, which occurred on July 17, 1917. The latter was a special student for one year, taking special and Senior work with the Class of '96, and will be remembered by the alumni of the Biological Department.—Clarence Perley, who has been in the Library of Congress for years, wrote in March and his letter is worth printing in full:

War activities have brought a great many Tech men to the capital in addition to our rather large colony already settled here. At least sixteen men of '96 are here, and our dear old friend Bakenhus, "than whom there is none whomer," conceived the brilliant idea of a little reunion and dinner at the Army and Navy Club on the evening of March 5. Nine of us were able to be present and we had a bully time. The genial Connie Young added a great deal to the enjoyment of the evening with his stories and songs. His fine voice was never in better form and gave keen pleasure to all. Of course, we had the good old "Stein Song," but Washington is a very dry town now and the "stein on the table" was a wholly imaginary one.

The occasion was so much enjoyed that it is planned to have it soon repeated and it is hoped that more of our wartime Washingtonians will be able to come.

The list of those present comprises Commander Bakenhus, U. S. N., J. W. Clary, G. E. Merryweather, C. W. Perley, F. W. Smyser, Capt. J. S. Smyser, Capt. C. E. Stamp, M. C. Tuttle, and C. H. Young.

If any '96 men should happen to be in Washington, either temporarily or permanently, the fellows would like to have them call.

The secretary has tried in vain by direct letter and also through Perley to secure from George Burgess, a little story of his trip abroad and especially of his impressions. Undoubtedly Burgess is busy like all the rest of us, but he cannot plead lack of time when one finds him writing for other papers which Tech men do not feel to be as important as the TECHNOLOGY REVIEW. Lacking direct word from Burgess, the secretary has had to fall back on the following which is taken from the *Mining Congress Journal* of September, 1917:

Dr. G. K. Burgess, in charge of the metallurgical work being done by the Bureau of Standards, who was a member of the American Scientific Commission which visited England and France immediately after the entrance of the United States into the war, made many interesting observations while on this trip. He confirms the frequently made statement that this is a metallurgical war.

The commission of which Dr. Burgess is a member left the United States on the first ship which sailed after a state of war was declared to exist. They were afforded every facility by the English and French governments to acquaint themselves with the technical work which is being brought to bear so effectively in the waging of this war.

Dr. Burgess was particularly impressed with the magnitude of operations. While he had kept in close touch with the situation, he was amazed at the scale on which everything is being conducted, and particularly at the scope of the technical work that is being done.

"Surprising progress has been made in metallurgical practices," says Dr. Burgess. "The details of the development will be a revelation when the war is over. Under the exigencies of war metallurgy and chemistry have taken enormous strides."

Dr. Burgess was impressed particularly with the enormous development of hydro-electric plants in the French Alps. From his observation, he is convinced that the United States must produce a sounder type of ingot. In Europe the universal practice is to cast the large end up. This eliminates with certainty all piping. It is his idea that one of the most important things for the United States to do is to build up reserves of fuel and metals in France.

By establishing ministries of munitions, France and England have made invaluable additions to their chief administrative boards, Dr. Burgess thinks.

While in Europe Dr. Burgess took special note of the work being done by the scientific societies. He also familiarized himself with their practice with regard to the recruiting of scientific men. From experience the belligerents have safeguarded recruiting so as not to weaken themselves by placing their best brain power in positions of great hazard.

The general public in the United States is not familiar with the fact that Verdun was a metallurgical battle. The fact that the French were so firmly established at the point so close to the great iron producing region held by the Germans was the source of constant menace. It was to relieve this danger that the Crown Prince made his desperate effort to break the French line at this point, and also accounts for the persistency with which activities are continued on this sector of the battle front.

The secretary spent three weeks at the Missouri School of Mines in January, giving an intensive course in mining, which ordinarily covers an entire term. While there he was able to take in the meeting of the Technology Club of St. Louis, and hear Professor Allen talk. He had hoped to meet some '96 men as

Pennell and others are located at St. Louis, but they did not turn out and the nearest to '96 was R. George Hall, Chemist, of the Class of '97, who did a lot of work with the '96 fellows.

The trip out was made in the January blizzard and took 51½ hours from Boston to St. Louis, against a normal 29 hours running time. Coming back it was a little better and only 14½ hours were lost.

On the return trip Lucius Tyler happened to be on the same train returning from the Automobile Show at Chicago. Tyler has been making a specialty of various small accessories for automobiles.

In February the secretary visited the A. I. M. E. meeting in New York City and there met Bradley Stoughton and also ran into K. A. Pauly who had come down from Schenectady. Pauly reports that he has been making himself a specialist along the line of mining and steel metallurgy for the General Electric Company. One of his productions is the Inspiration Automatic Hoist, which is a radical departure in hoisting installations. Stoughton reported the birth of a daughter, Rosamond Stoughton, about three months ago. Harry Baldwin was also met at the Grand Central Station.

At the All College Rally at the Boston Opera House, Sanderson and Tyler were noted as present and the probability is that other '96 men were there, but did not happen to be seen. Sanderson reported that his boy, N. H. Sanderson, Jr., had entered the Freshman Class at Tech this year, and was to take a part in the Tech Show as a member of the orchestra. Incidentally it may be noted that other '96 men having their sons in Tech are A. D. Maclachlan and M. C. Priest, the fathers respectively of A. D. Maclachlan, Jr., and H. C. Priest.

Owing to the absence of the secretary in Missouri, he was unable to attend the annual alumni dinner, and by special request Prof. L. P. Dickinson of the Rhode Island State College at Kingston, R. I., was to gather some items of class news. Apparently Dickinson must have been having a good time and did not attend very strictly to business, because about all he was able to report was the names of those who were present. The following is a copy of his official report:

In accordance with your request, I took the names of those present at the '96 table, at our last alumni banquet. With a modesty characteristic of the members of the class, they one and all refused to talk about themselves, so that I haven't much data to present to you, except the names of those present. It was gratifying to have so many present, and let us hope that the number will increase as the years pass. Following is the list:

E. C. Cramer, John H. Willis, H. E. Smith, J. H. Knight, N. H. Sanderson, C. W. Tucker, W. M. Partridge, F. E. Guptill, J. A. Rockwell, L. P. Dickinson.

In the course of the evening, I did gather that Partridge is doing some very commendable work in attending to the physical and spiritual needs of men in our naval prisons. "Johnny" Rockwell is major in the Medical Corps of the army, assigned to Base Hospital No. 44, and is liable to be called any minute. John is

looking younger and better than ever, and when you have said that you have said a mouthful.

Rockwell expects to leave for France the last of April.

Morris writes:

I am now "Fleet Supply Officer, Atlantic Fleet," and am on the staff of the rear admiral commanding the "Train." The "Train" is composed of all ships attached to the fleet except the battleships and others whose function is to fight. That is, it includes colliers, fuel oil ships, repair, supply, ammunition, freight, hospital ships, etc. It is our mission to obtain what the fighting ships need and get it to them by means of the ships under our control. My duties are varied and require the closest attention and the most careful calculations to assure that such items as provisions, coal, ammunition, etc., are available when and where needed and in sufficient quantities. Since the commencement of the war I have gone as long as three months at a time without setting ashore, so you can see that I am pretty busy.

I am anxious to see the new Tech buildings and am looking forward to when I shall have a chance of going over them. I am afraid this won't be for some time, however.

The following changes of address have been received: F. E. Guptill, Engineers Club, Boston, Mass.—A. W. Thompson, 205 Fairmount Street, Lowell, Mass.

The secretary has had mail returned from William B. Corson, care John Wanamaker, New York City; Percy K. Crocker, 66 West 11th Street, New York City; and Floyd Frazier, 522 South State Street, Chicago, Ill. If any member can supply a clue as to where these three men may be reached, the secretary will be very grateful.

The following letter came from Aultman, whose official title is now Col. Dwight E. Aultman, 5th Field Artillery, American Expeditionary Force, France:

Just received your appeal for the Technology War Fund, and enclose a 50-fr. note, as in my present situation United States currency is not available.

As you may see, I am "doing my bit," though I have not advertised it at all. We are in the lines now, have been for some time, and expect to stay till the end of the war. Have not been to Paris lately, so have seen nothing of Tech activities up there. Am sure they can be of service.

On the back of the card under the heading "War Activity" he wrote: "Am now engaged in delivering ammunition to the Boche by a special air line across the trenches."

The readers should note that Aultman is doing double duty. He is fighting for us and at the same time making a monetary contribution for the support of the men who are fighting. Isn't this a splendid example and does it not give food for thought to the men who are not active in the war and who have not replied to the appeal of the Technology War Auxiliary for funds to help care for the Technology boys who are on the firing line? If you have put your card one side, dig it out and send in your contribution.

1897

JOHN ARTHUR COLLINS, JR., *Secretary*,  
67 Thorndyke Street, Lawrence, Mass.

From the Washington *Star* of December 15, 1917, we learn of the death on December 14 of Edward G. Portner, V. Mr. Portner was a native of Manassas, Va., but had lived in Washington for a number of years. He was a graduate of Columbian College, now George Washington University, and for a time was a professor of chemistry at that institution. He was married and had one son.

L. S. Cowles, I, who for the past eighteen years has been connected with the Designing Department of the Bureau of Elevated and Subway Construction of the Boston Elevated Railway Co., has resigned to accept a position as structural engineer with Stone & Webster, Boston. Cowles was one of the founders of the Engineers Club of Boston and is secretary.

Prof. C. B. Breed, I, appeared before the Massachusetts Committee on Railroads in February to testify as to the cost of abolishing the grade crossings on the privately owned railroad which connects the New York, New Haven & Hartford tracks with the Quincy plant of the Fore River Shipbuilding Company. The Fore River Company seeks to transfer the railroad to a new company which is now being organized to take over the property.

Professor Breed has been appointed president of the Academic Branch of the United States Army School of Aeronautics at the Institute. This school is training officers for the construction, repair, and the moving of airplanes.

Dr. Percy G. Stiles, VII, was a speaker recently at the Hampden County League Conference in Springfield, Mass., where he read a paper on food and health conservation. While in Springfield he was entertained at the home of Mr. and Mrs. Arthur I. Franklin, V.

On Wednesday, March 6, some twenty-six '97 men assembled at the Walker Memorial at one o'clock for lunch. After the ceremonies, the members took autos for the famous Victory Destroyer Plant at Squantum. Here they were the guests of Tom Atwood, I, who has charge of the work for the government. The men were shown through the various shops, stores, cafeteria and assembly rooms, and then viewed the immense ways on which the boats are built and upon which they slide into the water. The trip was an intensely interesting one and a source of great pleasure to all.

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1898

A. A. BLANCHARD, *Secretary*, M. I. T., Cambridge, Mass.

Some little time ago in sending appeals to the class for contributions to the Technology War Service Fund, blotters were enclosed



in each envelope giving a list of the '98 men in the national service. Our list has grown a good deal since then, and we therefore present here the enlarged list. The secretary fears that there are omissions in this list and he begs that all additional information, as well as corrections, be sent to him.

*'98 Men in War Service*

Burton A. Adams, 1st Lieut., Co. G, 104th Inf., N. A.—Robert Starr Allyn, Maj., 57th Artillery, C. A. C., U. S. N. G.—Ernest F. Ayres, Capt., E. O. R. C.—Fred B. Dawes, Capt., E. O. R. C.—John Wells Farley, Maj., 303d Inf., O. R. C.—Lester Durant Gardner, 1st Lieut., Avia. Sec., Sig. Corps.—Harold Wellington Jones, Maj., Med. C., U. S. A.—Samuel F. Jones, Capt., Med. R. C.—John Henry House, Capt., E. O. R. C.—John Henry Lambert, M.D., Capt., Base Hospital 7.—Arthur David Montieth, Capt., E. O. R. C.—Henry Douglas Osgood, Capt., E. O. R. C.—George Bigelow Pillsbury, Col., 115th Eng.—Edward Bridge Richardson, Capt., Mass. F. Art., N. G.—Joseph Cains Riley, Maj., C. A. C.—Frank Whipple Snow, M.D., Capt., Med. O. R. C.—Roland W. Stebbins, in service.—Gorham P. Stevens, Capt., Am. Red Cross, Italy.—Albert Loring Swasey, Lieut.-Com., U. S. N., Pres. and Sec., Bd. for vessels.—George Reed Wadsworth, Maj., Sig. C., U. S. A., Aircraft Production.—N. C. Walpole, Maj., Ord. R. C.—Erasmus Morgan Weaver, Maj.-Gen., Chief, Coast Art.

*In Civilian Capacity or on Special Missions*

Dickson Q. Brown, Member Committee on Conciliation and Mediation, Dept. of Labor, Council of National Defense.—Charles H. Godbold, Bureau Construction and Repair, U. S. Navy Dept.—Paul F. Johnson, Naval Aircraft Factory, Philadelphia Navy Yard.—Edward C. Sherman, Designing Eng., Bureau Yards and Docks.—C. E. A. Winslow, Maj. on American Red Cross Mission to Russia, summer of 1917.

Paul Johnson writes from Altadena, Cal.:

I am leaving home, to give my services and whole time to our country. I offered my services to Maj. George Wadsworth, '98, general superintendent of the Naval Aircraft Factory at the Philadelphia Navy Yard, and he wired acceptance. I will leave here next Tuesday and report for duty on the 21st. I do not know yet in what capacity I will be called upon to serve.

and a little later from Philadelphia:

On January 24 I received my appointment and I am now "Aeronautical Mechanical Engineer" under Maj. George R. Wadsworth, '98, who is chief engineer of the Naval Aircraft Factory, Navy Yard, Philadelphia.

N. C. Walpole writes from Watervliet Arsenal, N. Y.:

Received a blotter from you giving a list of '98 men in the service of the United States Army. I beg to advise that I have failed to notify you before of my ac-

ceptance of a commission as Major, O. R. C., attached to Division of American Ordnance Base Depot in France, and I am now on duty in command of training of the first Provisional Company to be sent from here for the Cannon Division, Repair Shops.

The following is from A. A. Packard:

I was glad of your circular letter to '98 men and Lansing's, too; he is certainly "on the job" and we must all do something to support him. I am sending my mite to Walter Humphreys.

Rochester is a very busy place these days, with a great many war activities, ammunition factories, gun making, liberty motors, war autos, etc. I am making aviation barometers, army compasses and other "Tycos" apparatus for the government. Most of our 1100 employees are making something for the war.

One article we were making 30 a week last spring and thought ourselves busy; now we are making 500 and the government wants 1500! Another article we are making at the rate of 75,000 a month. It is splendid to see how Tech is doing things. I miss Tech and Boston greatly, when I have time to think, but that is not very often.

Hurter has just published a paper on "Blasting Explosives and their Accessories" in the *Proceedings of the Lake Superior Mining Institute*.

R. S. Allyn's present headquarters are at Mt. Hancock, N. J., where he is attending a special artillery course.

The following clippings are of interest to '98 from the *Boston Herald*:

A medal for "distinguished public service" has been presented to Prof. C. E. A. Winslow, formerly of the Massachusetts Institute of Technology, now at the head of the department of public health at Yale University, by the National Institute of Political and Social Science. This honor was conferred at the annual meeting of the institute, held at the Hotel Astor, New York, last Friday.

Dr. Henry Fairfield Osborn made the speech of presentation of the medal to Professor Winslow, given in connection with his work in promoting the study of public health. Dr. Winslow, in his reply, quoted a remark made by President Wilson last summer: "After this war a great many men are going to learn that it pays to have a heart."

Winslow himself says of his Russian mission:

I do not know whether you care to note in this record any activities not of a strictly military character, but I spent the summer in Russia as a member of the American Red Cross Mission to Russia, with the assimilated rank of major during my period of service abroad.

Babson, as usual, keeps in the public eye: *Christian Science Monitor*:

Roger Ward Babson, selected to serve as director of a newly created division of industrial relations of the Committee on Public Information, in Washington, is a statistician and social worker of Boston, with a reputation that is national, owing to the service he gives through a bureau of information with ramifications in the collection and distribution of economic and financial news. He is a fellow of the Royal Statistical Society of London, and a member of the executive committee of the American Economic Association. He writes much and speaks often, not only on the more material and financial aspects of commerce, industry, and banking, but also on the ethical implications of traditions of the past and trends of the present. He is a native of Gloucester, an old seaport town of Massachusetts, and a



graduate of the Massachusetts Institute of Technology. Following study, he lived for a time in one of Boston's best-known social settlements, and there gained insight into social conditions of urban centers that has helped him to shape his career as a preacher of social reform; for he combines that function with his technical service as a provider of the data of contemporary economics.

Utica, N. Y., *Dispatch*:

Rome, January 24.—The Hon. Roger W. Babson, president of the Babson Statistical Organization, Wellesley Hills, Mass., will address the members of the Chamber of Commerce at the Court House next Monday evening at 8 o'clock. His subject will be "The Labor Situation." He was born in Gloucester, Mass., 42 years ago and worked on his grandfather's farm and sold vegetables through the streets. In 1898 he graduated from the Massachusetts Institute of Technology. After three years in the employ of Boston bankers, he started out for himself without a cent and is now a millionaire.

The following shows that Lansingh's work in Paris is appreciated:

YALE UNIVERSITY, SECRETARY'S OFFICE.

Dear Mrs. Cunningham:

I have thought that you would be especially interested in the enclosed copy of resolutions passed by Messrs. Nettleton and Van Dyke of the Executive Committee of the American University Union with reference to the services of their colleague, Mr. Lansingh.

Mr. Lansingh organized the Technology Club in a most efficient way and has been most hospitable to his colleagues on the Executive Committee of the American University Union, in which, as you know, the Technology Club, the Yale Bureau, the Harvard Bureau and similar movements are soon to be merged, although each club in it will retain its own individuality. . . . I thought that it would be satisfactory to you to see how thoroughly the club has been appreciated by those who have had an opportunity to study its organization carefully.

With kind regards, I am,

Very truly yours,

ANSON PHELPS STOKES.

*Supplementary Report of Professors Nettleton and Van Dyke.*

We wish to express to the Trustees our great appreciation of the very successful work done by Mr. Lansingh, previous to our arrival, in establishing the Technology Club. Since coming to Paris we have lived with him and have seen most intimately how welcome the homelike and friendly atmosphere he has succeeded in creating in his modest little establishment is to the many young men who pass through his hospitable doors. He has not limited his hospitality to Technology men, but has welcomed with open arms men from other colleges who have come to him. The marked success of his experiment on a small scale has greatly encouraged us in our undertaking and has been most useful as an introduction for the idea of our work on a broader and more general basis. This Technology Club will at once be merged into our Union Headquarters and he will bring us at the outset a very notable and welcome addition to our resources, and will be a strong spiritual force in the formation of the atmosphere of the headquarters of our Union. We enclose the first copy of a bulletin which Mr. Lansingh has been issuing and sending to Technology men.

We are grieved to learn of the death of Clinton E. Bray, on January 14, 1918, after an illness of three weeks with acute Bright's disease. He was 42 years of age. Bray was born in Yarmouthport; he graduated from the Gloucester High School and came to the Institute where he attended two years with our class. There

he made so many and so warm friends that in meeting him lately at reunions and dinners, of which he was a faithful attendant, we failed to remember that he had not been with the class four whole years as a student. He entered the office of the City Engineer of Somerville in 1897, remaining there until 1915, when he was transferred to the Highway Department of the same city. He is survived by two brothers, Everett W. and Edwin S. Bray.

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1900

INGERSOLL BOWDITCH, *Secretary*,  
111 Devonshire Street, Boston, Mass.

Owing to the requirements of the United States government concerning the income tax returns, the secretary has not found much time to attend to the affairs of the class since the first of the year. He hoped that another member of the class would do his work for him, but evidently the government is requiring his time as well.

One of the pleasantest things which has happened in regard to class matters is the receipt of the following letter:

It is a pleasure to see your signature below the short note of acknowledgment of my check. I wish to express my pleasure for the work you and others are doing in interest of our Tech men. Trusting you are very well, I am.

This is the first time on record that any member of the class has expressed himself in such a way.

Oxnard writes from Topeka, Kan., that he is making monthly payments to the Tech War Service Fund; Mead sent a check for \$10, and it is hoped that many of the class have followed their example. Arthur White sent a check for \$6 and promised to send a dollar a month. He wrote a very interesting letter with the check and the following is quoted from it:

I do not know whether this is the right amount, but I figured that if each Tech man would send \$1 per month that would create quite a fund. My check is for the first six months. That is little enough for us stay-at-homes to give, though of course I have a great many local calls for similar purposes. We may, many of us who are now at home, be called to the colors before this thing is over. In the meantime I am trying to do my bit at home.

I am afraid that as regards engineering I am more or less of a backslider, although I still keep my office and try to keep up with the work. Most of my time is taken up with agricultural pursuits and development of my own properties. I am trying to raise alfalfa and stock on one ranch, lemons on another, peaches on still another, and beans on them all for the present. So you see I am trying to help out in a very small way the present world-wide food shortage. I have just ventured in a tractor which has displaced about six or eight horses, though I have demonstrated my skepticism by retaining four of my best horses; and they, with the tractor, can tear up some ground.

I wish to be remembered to any and all of the boys and hope to see you all sometime.

According to the *Reporter* of North Conway, N. H., State High-

way Commissioner Frederick E. Everett went to St. Louis, Mo., for the annual meeting of the American Road Builders' Association. It is hoped that he got some good ideas for the improvement of some of the New Hampshire roads. Everett is to be congratulated on the way he has kept the condition of the state roads, but it is feared that the severe winter and the condition of the roads at the end of last season will make it very hard for him to put the roads this spring into the same condition as they were at the beginning of last season. The question of getting labor will be a very hard one to solve.

The following members of the class have gone into the army or navy:

Lieut. J. W. Hussey, N. A.—Capt. Stephen Badlam, Inf., N. A.—Capt. Milton W. Hall, Med. Res.—Lieut. Harry H. Hamlin, 6th Nav. Dis., U. S. N. R.—Maj. Aurin M. Chase, Motor Truck Div., Ord. Dept.—Maj. A. A. Reimer, 1st Bat., 305th E. O. R. C.—Paymaster George W. Pigeon, Jr., U. S. N.—Maj. George E. Russell.—Charles H. Stratton, Civil Employee, Ch. Bureau Yards and Docks.—Capt. Russell Suter, U. S. R.—Lieut.-Com. C. D. Thurber, Civil Eng., U. S. N.—2d Lieut. Frederick L. Townley, Co. E, 351st Inf.—Walter A. Hallstrom, Army Field Clerk, Dept. Adj.-Gen., Washington.—John H. Larrabee, Navy Building, New York Avenue, Washington.

*The Tech*, published by the students at the Institute and containing among other interesting information news about the men in the service, printed the following editorial:

Rev. George Crocker Gibbs, '00, who has arrived in France to take charge of the Technology Bureau of the University Union, is a man exceptionally well fitted to undertake the tremendous task left open by the appointment of Van Rensselaer Lansingh, '98, to Assistant Director of the American University Union. His experience in church work, as well as his knowledge of engineering, will enable him to meet the class of men which the Technology Bureau serves, while his enthusiasm augurs well for the future activity of the Bureau. *The Tech* has made arrangements with Mr. Gibbs whereby news will frequently be sent for publication, and this news will be of great interest to our readers, particularly those who have friends abroad.

In another place *The Tech* gives a little more news about Gibbs:

In 1908 he entered the Episcopal Theological School at Cambridge. Since his graduation from that institution in 1911, he has been engaged in church work, and more recently in a New York City parish. It was through Mr. Lansingh's letter describing the work of the Union, which was written last December and published in *The Tech* of January 15, that Mr. Gibbs became interested in the work of the Paris Bureau. The enthusiasm of all Technology men in France for the work of the Technology Bureau and the assistance of the War Service Auxiliary continues unabated. Mr. Gibbs will find a warm welcome awaiting him in Paris.

#### *Changes of Address*

Karl Burroughs, '00, 11 Landers Street, Somerville, Mass.—Frederick H. Cooke, '00, Bureau of Docks and Yards, Washington, D. C.—Daniel S. Johnson, '00, Berlin, Nev.—Leo M. Schlegel-

milch, '00, 16 Idlewild Street, Allston, Mass.—Percival E. True, '00, 487 Chicago Street, Elgin, Ill.—Fred B. Wilder, '00, Bartlett Building, Room 213, Joplin, Mo.

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1901

ROBERT L. WILLIAMS, *Secretary*,  
70 Waban Hill Road, Chestnut Hill, Mass.

The class luncheons at the Boston City Club are proving quite popular. Since the first one mentioned in the January REVIEW four others have been held on January 8, February 5, March 5 and April 2, respectively, with an average attendance of seventeen men.

Walter Humphreys was our guest at the luncheon of January 8 and gave us a most interesting talk on the war activities of Technology.

At the meeting on February 5 the detection of submarines was the chief topic of conversation.

March 5, N. L. Skene told us about his work on hydroplanes, and April 2, W. T. Aldrich described some of the cathedrals of France, which he had visited and which since have been destroyed. By the way, Aldrich expects to leave soon for France in the Ordnance Department. His fluent knowledge of French, having lived in France, will be very useful to the department.

Willard W. Dow, of Stone & Webster, is located at the Hog Island shipyard.—Capt. George I. Cross is now in France with the 101st U. S. Engineers.—Leonard P. Wood is also in France and is captain, Engrs. U. S. R., unassigned.—Sumner Hazelwood is first lieutenant, U. S. R. and in command of 424th Depot Detachment, Camp Sevier, Greenville, S. C.—Ralph H. Stearns is on a four months' trip to Vancouver, B. C., where he is making some investigations of water power sites for Sidney E. Junkins & Co. His address is Room 309, Canadian Pacific R.R. Station, Vancouver, B. C.—Frederick G. Clapp has given up his position as manager of the Associated Geological Engineers to become president of the Pan American Exploration Company.—January 1, J. R. Putnam was appointed mechanical superintendent of the two factories of the Waterbury Clock Co., which employs about three thousand and manufactures the famous Ingersoll dollar watch.

The journal *Science* announces that Miss Grace MacLeod has become assistant editor of the *Journal of Industrial and Engineering Chemistry*. Besides her degree from the Institute, Miss MacLeod also holds an M.A. from Columbia. For the past seven years she has been instructor in Pratt Institute, Brooklyn, N. Y.

The following address changes have been received:

Robert H. Brown, 21 West 127th Street, New York.—Miss Grace MacLeod, 177 Emerson Place, Brooklyn, N. Y.—Frank D.

Chase, Peoples Savings Bank, Chicago, Ill.—Edward Seaver, Jr., care H. M. Hope Co., 185 Devonshire Street, Boston, Mass.—William G. Blauvelt, 195 Broadway, New York.—Henry W. Chambers, 3051 Grand Central Terminal, New York.—Chester N. Chubb, Peoples Light Co., 125 West 3d Street, Davenport, Iowa.—William G. Holford, 1108 East Davis Street, Portland, Ore.—N. K. B. Patch, Linwood Avenue, Buffalo, N. Y.—F. W. Claffin, Tata Iron and Steel Company, Sakchi, India.—A. W. Higgins, 608 Concord Avenue, Milwaukee, Wis.—T. F. Lange, 2041 Fifth Avenue, New York.—Solon J. Stone, care J. W. Cowper Co., Garden City, N. Y.—William J. Brickley, M.D., 496 Commonwealth Avenue, Boston, Mass.—A. L. Galusha, Sharon, Mass.—W. F. Davidson, 50 North 51st Street, Philadelphia, Pa.—Edwin T. Robbins, 31 Garden Street, Allston, Mass.

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1902

FREDERICK H. HUNTER, *Secretary*,  
Box 11, West Roxbury, Mass.

J. ALBERT ROBINSON, *Assistant Secretary*,  
203 Washington Street, Canton, Mass.

Bernard W. Capen died at Omaha on March 15 after an illness of a few months due to a malignant tumor. Until within a short time before the end it was thought there was good prospect of his recovery.

Capen had been with the telephone company ever since 1902, spending three years in the Boston office and going to Omaha in 1905 as equipment engineer for the Nebraska Telephone Company. He has been located in Omaha ever since, his duties having been extended to cover the northwestern group of telephone companies comprising those companies operating in Minnesota, North and South Dakota, Iowa and Nebraska. He was married on October 10, 1911, to Miss Elizabeth Greene of Warwick, R. I., who survives him with a little daughter, Jane Elizabeth, born March 17, 1917.

Capen was a member of the American Institute of Electrical Engineers and many local organizations in Omaha. His loss will be mourned by a large circle of friends, including his mates in the class of which he was a justly popular member.

Since the January REVIEW went to press we have learned of several classmates in various branches of the service in addition to those previously reported. Charlie McCarthy is Captain, Company I, 13th Inf., at present stationed at Camp Fremont, Cal.—Harold Pope has a commission as Captain, Quartermaster Officers Reserve Corps, on special duty in aeroplane construction.—Henry Barry, who has not been heard from for many years, has



been located as Captain, Q. M. C., and is stationed at Boston.—Frank Hill-Smith is in the Construction Division of the Signal Corps.—George W. Rice is a private in Machine Gun Company, 71st N. Y. Infantry.—Allen Crowell is Chief Draftsman, Cantonment Division, Q. M. C.—Henry Trowbridge is connected with the District Office in Boston for the Shipping Board.—Geromanos is in Washington with the Federal Board of Vocational Education. His address is Hotel Bellevue, Washington, D. C.—Pendergast and Root are in Washington with the War Trade Board. Pendergast's address is 1916 Biltmore Street, Washington, D. C., and Root's is 1435 K Street, Washington, D. C. (All mail sent to Root at this address should be marked "Personal.")

The New York group held a most successful gathering on March 13 in connection with the dinner of the Technology Club of New York. Those present were Ned Baker, Bassett, Bosworth, Franklin, Friend, Hammond, Hathaway, Manley, Mathesius, Mitchell, Montgomery, Joe Philbrick, Place, and Grant Taylor, making the largest gathering ever held in New York. Mathesius was renominated as vice-president for the New York District. Plans are under way for a gathering in Boston which will probably be held before this copy of the REVIEW reaches its readers.

Frank Robbins has received a well-deserved promotion, being now general manager of the Steelton Plant of the Bethlehem Steel Company. He is also secretary of the American Association of Steel Manufacturers. Robbins has been in Steelton ever since graduation, starting with the Pennsylvania Steel Company and working up steadily. In 1916 the Bethlehem Steel Company absorbed the Pennsylvania Company, for whom Robbins was working, and he has now succeeded Mr. Quincy Bent as General Manager of the plant which employs 10,000 hands.—Frank Mason, who is chief engineer of the Central Main Power Company of Waterville, Me., has completed plans for a hydro-electric power station at Rice-Ripps, Oakland, Me., and construction work will be started early in the spring.—Walter Fitch has completed his work for the engineers of the Victory Destroyer Plant and has resumed his duties at Framingham with the Dennison Manufacturing Company.—Among other large buildings for which Clyde Place has designed equipment is a million-dollar department store for Fox & Co. of Hartford, Conn. Cass Gilbert, the well-known New York architect, was in charge of the design of the building, and Place planned the equipment, including heating, lighting, elevators, plant, etc.

The West Roxbury delegation in the class has been increased within the last few weeks, Helen Isabella Whittet having arrived on January 16 and David Huston Hunter on January 31.

1903

M. H. CLARK, *Secretary*, 1790 Broadway, New York City, N. Y.

R. H. NUTTER, *Assistant Secretary*, Box 272, Lynn, Mass.

Mr. and Mrs. F. D. Kehew and son visited Yokohama on their return trip to their home in Africa. They left Great Falls, Mont., after Christmas, after having been there for several weeks visiting with Mrs. Kehew's parents, City Treasurer and Mrs. W. P. Wren, and sailed from San Francisco on January 5, arriving in Honolulu on January 12. They returned by way of the Orient because of the danger of submarines on the Atlantic coast. Mr. Kehew is an engineer in the employ of the Union Miniere du Haut Katanga, a corporation of British and Belgian capitalists that operate mines and a smelter at Elisabethville in the Belgian Congo. They lived there for three years before this visit with relatives and friends here.

Horace S. Baker, who will be remembered as the man who set the N. E. I. A. A. record for the half-mile at 1.59, and incidentally on the same day the M. I. T. record for the mile run at 4.30  $\frac{3}{5}$ , has been setting records for camp construction at Camp Bowie, Tex., and has been appointed lieutenant-colonel in recognition of beating the schedule for building that camp by a week.

On leaving the Institute, Lieutenant-Colonel Baker joined the Engineering Department of the Chicago & Northwestern Railway, and for a number of years has been assistant city engineer of Chicago. As a member of the National Guard he spent three months on the border at the time of the Mexican trouble. The formation of the National Army found him a captain of engineers, and he was stationed as constructing quartermaster at Fort Worth, Tex., having charge of the construction of cantonments at Camp Bowie.

Those who know Lieutenant-Colonel Baker are not surprised that he has handled this job, using 6,000,000 feet of lumber and 5000 men, in a way that clipped a week off the schedule, won the respect of workmen and civilians, and the approval of his superiors, shown by his promotion to be lieutenant-colonel of the 111th U. S. Engineers.

Clark A. Bryan, who was at Gettysburg during the summer and fall working for the government in laying out the camp, has received his commission as captain in the Engineers Corps and is stationed at Camp Lee in Virginia. Captain Bryan has been doing civil engineering in Carlisle, Pa., for the past few years.

W. H. Holbrook is an ensign in the navy, and William Winter is also in service. The following have received commissions:

Alexander S. Ackerman, 1st Lieut., Engrs., U. S. R.—Stephen R. Bartlett, Lieut., Ord. Dept.—Walter Sidney Craven, Capt., E. O. R. C.—R. M. Lawton, Maj., E. O. R. C.—Charles J. McIntosh, Capt., Engrs. Res. Corps.—John A. McKenna, 3d Field Co., Canadian Engrs.—Herbert C. Merrill, San. Eng. Corps.—



David D. Mohler, Capt. Inf., O. T. C.—George B. Obear, Capt., Med. Corps.—Robert L. Richardson, Capt. Inf., O. T. C.

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1905

GROSVENOR D'W. MARCY, *Secretary*,  
246 Summer Street, Boston, Mass.

CHARLES W. HAWKES, *Assistant Secretary*,  
23 Saxon Road, Newton Highlands, Mass.

I do not know whether this batch of news will be in time to get into the REVIEW or not. Uncle Sam had the poor taste to require a lot of corporation returns on the same date the editor asked for news items, and Uncle Sam won out, so the '05 notes got hung up.

A pink-edged card just came in, announcing the birth of Roy Hutchins Allen, Jr., on March 24. About the same time a change of address card was received, reading, "Lieut. R. H. Allen, 308th Engineers, Chillicothe, O." That's what I call serving one's country.—Donald R. Battles is now a lieutenant commander, Construction Corps, Navy Department, Washington, D. C.—Clayton M. Simmers has been made a commander; G. S. Radford a lieutenant commander, in the Construction Corps; and Robert F. Luce is a lieutenant, U. S. N. R.

We have not heard from our English classmate, Howard Maurice Edmunds, since the war began, but an item in *The Tech* lists him as captain, Co. 10, Scots Guards, L. R. O., B. E. F. The secretary has written him, and hopes to hear that he is alive and well.—William D. Clarke is captain of Co. L, 23d Engineers, Camp Meade, Md.—Scott C. Runnells is captain, Medical R. C., Base Hospital, Camp Sherman.—William S. Gilmore, F. M., Aviation Sec. C., wherever that is.—George H. Davis is an instructor in the School of Military Aeronautics, M. I. T.—E. Logan Hill is reported as a captain in the E. O. R. C., no address given.—H. M. Hickok was last reported as a private in Co. D, 14th Minnesota Infantry. I think he has the honor of being the only '05 man listed as a private, and I feel it is a real honor in a democratic army like ours, where men like Hickok serve without thought of reward.

Lieut.-Col. Francis F. Longley writes from "Somewhere in France":

Thanks for your good wishes. This is a busy sort of business over here, and I think I had better not indulge my natural desire to talk about what I am doing. We are, as every one of course knows, engaged in a huge, complicated, and difficult piece of business—and the true meaning of those adjectives one can learn only by coming over here and taking a hand in it. The job is a bit like trying to create an organization and do business on a scale comparable, say, to the steel trust, in a few months. Six months over here have convinced me particularly of one thing—and that is, that if there is any lack of efficiency in the big task, any lost motion, any floundering in our progress, it is due only to the newness and the magnitude of the task, and not to any lack of earnest effort on the part of individuals.

Greetings to the class. Cordially,  
Francis F. Longley, Lieut.-Col., 26th Engrs., N. A. Address, care Chief Engineer,  
Headquarters, A.E.F., France.

On March 1, the secretary had a card from Mrs. Abbott, saying:

I am writing to give you Fred's new address. Word came this week of his safe arrival "over there." Capt. Fred H. Abbott, Hqr. 1st Bn., 28th Engrs., A. E. F., via New York. It is fine for the class to keep track of the boys, and they are all so interested in each other. Very truly yours, Elizabeth K. Abbott (Mrs. F. H.), 7 Symmes Road, Winchester, Mass.

Selskar Gunn, Director American Anti-Tuberculosis Commission, 12 Rue Boissy d'Anglas, Paris, France, sent the secretary a post card dated February 23, saying:

Thanks for yours just to hand. Sending you under separate cover samples of publicity material I have prepared for use here. This post card is a reproduction of a large poster. With best wishes, sincerely, Selskar M. Gunn.

The samples did not arrive, but the post card showed a very ingenious and graphic poster illustrating how tuberculosis is propagated, and precautions which should be taken. Selskar certainly has a big work in hand.

Announcement is made of the engagement of Miss Elizabeth MacDonald Waite of Baltimore, to Ensign Courtlandt Woodruff Babcock, U. S. N., who is at present in command of the patrol boat *Alacrity*.—Gorham Crosby announces the birth of Edward Danforth Crosby on March 15; also a change of address to Woolworth Building, 233 Broadway, New York.—On the 7th of March Herbert M. Wilcox was appointed Industrial Engineer of the Winchester Repeating Arms Company, New Haven, Conn., which sounds as if it might be some considerable job.—Fred Goldthwait has taken the New England Agency for the Burnett-Larsh Mfg. Co., of Dayton, Ohio, who make "Duro" pumps and water supply systems for residence service. Fred says this line is specifically competitive with his old line, but he feels he has a much better proposition. He was leaving when he wrote for a week's sales convention in Dayton, and expected to look up Jim Barlow while there.—Ben Lindsly sends:

Just a line to let you know I've moved from "Sunny California" and am now located in rainy Oklahoma, with the Hope Natural Gas Co., at 409 South Boulder Court, Tulsa. Better 'phone Prexy Maclaurin about it. Paul M. Paine is also here, with the Gypsy Oil Co.

Arthur P. Gerry and Miss Bessie M. Binks were married on February 19, at Franklin, N. H.—New addresses have been received for the following:

John C. Daly, P. O. Box 4075, Johannesburg, Transvaal, South Africa.—John H. Flynn, Jr., care Blair Knox Co., Box 915, Pittsburgh, Pa.—James P. Barnes, Schenectady Ry. Co., Schenectady, N. Y.—Fletcher H. Burke, P. O. Box 1155, Washington, D. C.—Albert E. Sweetser, 100 Crawford Street, Roxbury, Mass.—Eugene Lombard, Beaver Falls, Pa.

1906

C. F. W. WETTERER, *Secretary*, Box 168, Tampa, FloridaJAMES W. KIDDER, *Acting Secretary*, 50 Oliver Street, Boston, Mass.*1906 Roll of Honor, M. I. T.**Army*

F. G. Baldwin, Capt., 323 Field Art.—F. R. Batchelder, Supply Detachment, 401st Tel. Batt., "Somewhere in France."—H. C. Blake, Capt., B. Co., 309th Eng., Fort Leavenworth, Kan.—A. G. Bruce, Capt., Engrs. Train. Camp, American University, Washington, D. C.—W. I. Couper, Maj., E. O. R. C., Constr. Quart., Camp Jackson, Columbia, S. C.—H. V. Fletcher, 1st Lieut., E. O. R. C., Fort Leavenworth, Kan.—J. N. Gladding, Capt., E. O. R. C.—H. B. Hallowell, Capt., Ord. O. R. C.—A. W. Hemphill, E. O. R. C., Camp Harrisburg.—G. M. Henderson, 1st Lieut., E. O. R. C., 33d Regt. of Engrs., Camp Devens, Ayer, Mass.—T. L. Hinckley, 5th Batt., Plattsburg Training Camp.—G. F. Hobson, Capt., 305th Regt. of Engrs., Camp Lee, Petersburg, Va.—B. R. Honeyman, Capt., E. O. R. C., Fort Leavenworth, Kan.—W. W. Hosmer, Jr., U. S. Exped. Force in France, care of Adjutant-General, Washington, D. C.—J. T. Lawton, Capt., E. O. R. C., General Engineer Depot, Washington, D. C.—C. T. Leeds, Capt., E. O. R. C.—P. F. Mann, 2d Lieut., 3d New York Field Art.—E. L. Mayberry, Capt., E. O. R. C., Vancouver Barracks, Vancouver, Wash.—Dr. J. H. Means, 1st Lieut., Med. R. C., Base Hospital No. 6.—C. A. Merriam, Capt., E. O. R. C.—H. H. Nelson, Avia. Service, M. I. T.—J. B. L. Orme, Capt., O. R. C., Camp Ordnance Officer, Camp Bowie, Fort Worth, Tex.—E. B. Pollister, 1st Lieut., E. O. R. C., 319th Engrs., Palo Alto, Cal.—G. A. Quinlan, Maj., 113th Reg. of Engrs.—J. G. Riley, Capt., Med. S. C.—J. A. Root, Capt., Ord. O. R. C.—L. H. Tripp, Capt., U. S. A., Q. M. C.—L. B. Webster, Capt., Ord. Insp.—W. W. White, Priv., Avia. Sect., Sig. Corps.

*Navy*

J. L. Ackerson, Nav. Constr., Washington, D. C.—C. L. Anson, Insp., Charlestown Navy Yard, Charlestown, Mass.—R. W. Babb, U. S. S. "Old Colony."—E. P. Chase, U. S. N. R. F., Special Insp. and Test.—N. Fallon, 1st Lieut., N. A.—F. M. Fuller, Lieut., U. S. N. R., Ord. Dept.—R. D. Gatewood, Nav. Constr., League Island Navy Yard, Philadelphia, Pa.—L. H. Maxfield, Lieut., U. S. N., Navy Dept., Washington, D. C.—H. C. Richardson, Asst. Nav. Constr., Navy Dept., Washington, D. C.—R. W. Rose, Ensign, U. S. N. R., U. S. S. "Georgia," care Postmaster, New York, N. Y.—F. B. Thurber, Lieut., U. S. N. R., Com. Mine Sweeping Force. P. E. Tillson, Lieut., U. S. N. R. F., U. S. S. *Maine*, care Postmaster, New York, N. Y.

*In Civilian Capacities*

E. C. Steinharter, M.D., with Cincinnati Base Hospital.—A. E. Wells, U. S. Bureau of Mines, assisting in procuring materials for manufacture of explosives.—C. F. Willis, Secretary of Committee on Scientific Research of Arizona State Council of Defense.

*Necrology*

R. R. Heuter, 1st Lieut., O. R. C., was accidentally killed just previous to his departure for the First Officers Training Camp at Plattsburg.

The class Roll of Honor shows an increase of nine names since the last issue of the REVIEW. In addition to the new names there are corrections, changes, etc., in the former roll, which, as far as possible, are detailed below that we may follow the progress of classmates in the service.

F. R. Batchelder, who is with the 401st Telegraph Battalion, left Camp Devens with this detachment about the first of March and by this time has joined those whose addresses are "Somewhere in France." We wrote to "Batch" the first of the year hoping he would come to the alumni banquet. He replied that he could not get away and closed as follows:

You might give my regards to my friends of '06, since I probably shall not see any of them for some time.

The *Iron Age* for January 31, 1918, contained this note:

Henry B. Hallowell, assistant manager Reed-Prentice Co., Worcester, Mass., has been commissioned captain in the Ordnance Department and will report at Washington this week. He graduated from the Massachusetts Institute of Technology in 1906.

A. W. Hemphill's name is a new one upon the Honor Roll. At present the only available information is the address given above, taken from *The Tech* of December 10, 1917.

We regretted very much being obliged to enter Joe Lawton's name upon the Roll of Honor with rank of "Captain," but nothing to designate of what he was captain. As a matter of fact, his exact rank and location remained a mystery for some little time until we heard where Mrs. Lawton could be reached and we addressed an appeal for help to her. The results were so gratifying that we will be tempted to resort to the same means again in similar cases. Through Mrs. Lawton's kindness in forwarding our letter, we received the following from Captain Lawton:

Along with a number of others, I was ordered into the service on the 25th of September and served in the Engineer Officers Training Camp at the American University of Washington, D. C., and Belvoir, Va. At the close of camp I was assigned to the General Engineer Depot, in Washington. I am in the Production Division, having charge of the section which looks after all the buildings and their general equipment purchased by the Engineer Corps for overseas use.

This, in a few words, covers about all the facts that seem to be necessary in my

case. We are not trying to make a whole lot of noise down here, but trust we are getting results and certainly if you could see the crowd we have here in the Reserve Corps, and the spirit with which they are working, I think you would be willing to say that we are going to get there in the end.

J. B. L. Orme is a new name upon the Roll of Honor, although, had our information been up to date when the blotter was sent out, his name should appear thereon. Orme is a captain in the Ordnance Reserve Corps, and at last accounts was Camp Ordnance Officer, Camp Bowie, Fort Worth, Tex.

E. B. Pollister wrote January 6 that he had been ordered from the 5th Engineers, Corpus Christi, Texas, to the 319th Engineers, Palo Alto, Cal., and also that he had been promoted to first lieutenant on December 11th. The class congratulates Pollister upon his promotion.

We have the following from the Duluth, Minn., *Herald* of January 8, 1918:

Floid M. Fuller, Duluth, consulting engineer, has returned from Washington, where he was given a commission as lieutenant in the Reserve Force of the United States Navy. He will go into the Ordnance Department and will be sent to an ordnance plant after two or three weeks in Washington. He will leave the latter part of this month.

Mr. Fuller came to Duluth for the Marshall-Wells Hardware Company immediately after graduating from the Massachusetts Institute of Technology. He was treasurer of the Duluth Show Case Company two years and then opened an office as consulting engineer. He was general manager of the Park Point Traction Company until it was taken over by the Duluth Street Railway Company last summer.

It is to be expected that Bob Rose, who was born and bred by the sea and who took Course XIII, would answer his country's call by entering the navy. Therefore, the reader will not be surprised at the following letter:

I am attached to the U. S. S. *Georgia* and have been ever since the war started. My station is junior division officer of the special training division which makes gun crews for merchantmen. We take the raw material from receiving stations (very raw material sometimes) and beat it into shape to make gun crews, then we ship them off and do it over again while the rest of the ship continues on the even tenor of its way.

We steam around some to exercise the engineers force and drill everybody else. The details of our cruises and drills are "matter of military importance" and may not be described at present.

Another '06 man who has found his "sea legs" is Percy Tillson. To our mind it must be quite a jump from the Engineering Department of the Philadelphia Telephone Company to lieutenant on the U. S. S. *Maine*, but Percy has evidently made it and taken to his new duties with his usual success. We are glad to have heard from him as follows:

After considerable wandering about, the 1906 blotter bearing your request for news items reached me in ——. Censorship rules prevent me from saying much about my present location, duties or prospects, but you may be interested to know what I have been doing in general since the war began.

I was enrolled on April 6 and called into active service on April 7, the date of the naval mobilization. From that date until August 1, I was located at the headquar-



ters of the 4th Naval District at Philadelphia Navy Yard, serving as assistant to the aide for information and also in connection with telephone communication matters. From August 1 until November 1 I was attached to the Section Base at Cape May, N. J., as communication officer and aide for information. On November 1 I was detached from the district and ordered to duty afloat on the *Maine*.

I don't pretend to be much of a sailor, but on a ship of this size there is enough work to be done of a technical nature to keep a number out of mischief.

I find the work extremely interesting and much prefer the sea duty to my former details ashore.

I found the 1906 list very interesting and hope that you will keep it up to date and send it out from time to time. Please give my best regards to any of the class whom you may see.

Our list of those serving in "civilian" capacities shows two additions, namely, Wells and Willis. The former writes:

I have been engaged during the last four or five months in special war work and will return to Washington early in January again to continue that work indefinitely. I am with the United States Bureau of Mines, assisting the War Industries Board of the Council of National Defense and the Ordnance Department of the Army and Navy in procuring supplies and other materials necessary for the manufacture of explosives.

Willis has thoughtfully sent the acting secretary two booklets, one the "University of Arizona Bulletin" and the other, "The University of Arizona and the War." The Bulletin has for its subject, the "Arizona State Bureau of Mines," of which Willis is the director. The Bureau was created by the Arizona Legislature in 1915 for the purpose of conducting investigations which will lead to increased safety, efficiency and economy in the mining industry of Arizona. The work follows along the lines of safeguarding the lives of the miners and efficient use of the mineral resources. At the present time the Bureau of Mines is compiling information regarding the availability of war minerals in the state.

The "University of Arizona and the War" records Willis as secretary of the Committee on Scientific Research of the Arizona State Council of Defense.

Eight members of the class attended the annual Alumni banquet at the Walker Memorial, Saturday, January 12. They were H. J. Ball, 1st Lieut. George Henderson, W. J. Hopkins, Andrew Kerr, J. W. Kidder, R. R. Patch, E. B. Rowe, A. T. Trowbridge. Those of us who were present were much pleased to have Lieutenant Henderson there in his "olive drab." George came down from Camp Devens where he has been an officer in the 33d Regiment of Engineers since the first of the year. He took the training course at the American University, he and Joe Lawton being there at the same time. Of the seven other members of the class present at the dinner the secretary was interested to learn that four of them were active in some kind of war work. Ball is on the Lowell, Mass., Public Safety Committee and a member of the Sub-Committee on Fuel. Hopkins was serving on the Boston Red Cross Committee; Kerr is food inspector for Southern Massachusetts,



and Patch is coal administrator for Stoneham, Mass. This information was obtained after much cross-examining by the secretary, for '06 men were always noted for their modesty. It is with no little class pride that this item is included in the class notes, as it demonstrates that '06 men are in demand where work of this kind is to be done and also that they are generous of their services when the call comes.

*The Tech* for February 6 contained an article regarding a course for instruction in fuel economy to be given by the Massachusetts Department of University Extension. The course is to be conducted by D. D. Eames, mechanical designing engineer for Lockwood, Greene & Company, and J. J. Eames, instructor in mechanical engineering at the Institute. D. D. Eames is a 1906 Course II man.

Not having heard from "Andy" Keleher for some time, it seemed good to receive the following lines from him:

Yours truly is still engaged in export work, traveling yearly to South America. I only returned a month ago and am slated for another trip before spring. With best regards and with the hope that our good old Class of 1906 will do its very best to help win the present war, I remain.

In the class notes a few months ago, we advertised that we had not heard from Harold Coes for some time. Early in the year we received a letter from him. As the letter is a fine example of just the type we want for these class notes, we will reproduce it in full.

I note in the class notes of the last REVIEW that I am reported as lost and I guess it is my fault. I think the latest address you have is the one in New Haven.

After I had to give up business in New Haven, owing to severe operation and bad health, I was out of business for about six months, most of the time being spent in the South and in Maine. After I had gotten on my feet again I undertook some work temporarily with firm of Gunn-Richards & Company, with whom Charlie Howard is associated. This work kept me in Canada most of the time for about a year, engaged in production engineering, in a consulting capacity for several Gunn-Richards & Company's clients, speeding up production in 6-inch, 8-inch and 9.2 shells and graze and time fuses.

One of my investigations took me down as far as St. Johns, Newfoundland. I recently accepted the appointment as designing engineer with Ford, Bacon & Davis where I am associated with George Rhodes of '05 in working out some smokeless fuel plants indirectly for the government.

I ran into Coey up at the club the other night and was agreeably surprised to find that he had located in the East, headquarters in Newark. As he is living in the suburb of New Jersey, not very far from myself, I hope to be able to see him after the "going" gets better. My address at home is 42 Forest Street, Montclair, N. J., and the office address is 115 Broadway. When you write to Wetterer please give him my regards. I don't imagine that he escaped the cold weather in Tampa, for my mother, who is located at Clearwater about forty miles from Tampa, writes that they had taken turns at night keeping fires going and as most of these southern houses are set up on stilts with no cellars, they are difficult to keep warm when they get an unusually cold spell.

By the way, I don't think that Gene Chase is on the Roll of Honor. I have not heard from him recently. This is E. P. Chase (VI), who was formerly associated with Cliff Wilder in the Public Service Commission, and now I think has a com-

mission of either first or second lieutenant in the Naval Reserves and has been sent to Annapolis for training. If I hear of any of the others, I will let you know.

Have you heard anything from Jorge Lage as to how the shipbuilding business in Rio Janeiro is? The last I heard from him he just lost his father, business was rather poor, financial conditions rotten and he was somewhat pessimistic. However, I judge the world's demand for shipping should keep Jorge busy now.

In the 1906 notes in the last issue of the REVIEW we remarked that it was interesting to observe that some of the old bachelors were getting into line. To confirm this remark, just observe the following:

Charles E. Hamilton, VI, Lilla D. Carpenter married in Seattle, Washington, January 7, 1918. "Hammy" is manager for the Lamson Company for that part of the country, with headquarters at Portland, Ore.

The engagement is announced of William G. Abbot, Jr., of Wilton, N. H., and Miss Andrea Thompson Mahan of West Roxbury, Mass. Abbot is engaged in research work at Wilton, N. H., and at the present time is a volunteer research worker for the government.

Word from Mark Place announces the arrival of Philip Place, July 28, 1917. Place now has two children. At the present time he is assistant engineer with the Chicago Civil Service Commission.

In assembling the above class notes, the secretary was pleased to be able to submit such a large number. This has been possible by the interest which the various 1906 men have shown in sending news to the secretary. As there are five to six hundred names on the 1906 list it is not possible for the secretary to write to all. He would, therefore, make a general appeal to the '06 men who read these notes to take upon themselves the individual responsibility of maintaining class interest by submitting items for the REVIEW.

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#### 1907

BRYANT NICHOLS, *Secretary*, 10 Grand View Road, Chelsea, Mass.

HAROLD S. WONSON, *Assistant Secretary*,  
376 Blair Road, Takoma Park, Washington, D. C.

"Dick" Ashenden has left the employ of the Boston & Albany R.R. where for several years he had been assistant supervisor of track, and is now local office manager of the Detroit Graphite Co., paint manufacturers, his office being at 101 Milk Street, Boston.—The secretary had a pleasant conversation with Charles E. Baker in March. Baker is the manager and chief owner of the Boston Dredging Company, with offices at 172 Condor Street, East Boston, Mass. He is prosperous and happy with his business and his family of four children.—A letter concerning Edwin Bonta was received from his mother in December, 1917, stating

that Edwin went to Russia as a war secretary in the Y. M. C. A.—J. Sam Coupal, Engineering Management Company, 165 Broadway, New York City.—The following clipping from the *Chicago Post* of December 31, 1917:

A war wedding took place at the home of Mr. and Mrs. Edward J. Phelps, on Leicester Road, Kenilworth, this afternoon at 3.30 o'clock, when their eldest daughter, Charlotte Lewis Phelps, was united in marriage to Parker Van Patton Dodge of Washington, D. C., lieutenant, United States National Army, and eldest son of Mr. and Mrs. William Waldo Dodge of Washington. Rev. E. Ashley Gerhard, rector of Christ Church in Winnetka, officiated.

Both bride and groom are graduates of the Massachusetts Institute of Technology in Boston. They will make their home in Washington, where Lieutenant Dodge is at present stationed, being connected with the Ordnance Department of the United States government.

The wedding was a quiet one, with only relatives and a dozen intimate friends present. An interesting feature of the ceremony was that the occasion was the thirty-first anniversary of the day upon which the bride's father and mother became engaged.

Louis A. Freedman, 340 West 86th Street, New York City. The New York *Standard* (Hebrew) published the following on November 30, 1917:

Louis A. Freedman, a graduate of the Massachusetts Institute of Technology, and one of the most active members of the Aeronautical Society of America, has been selected for secretary of that organization. Freedman has invented a number of valuable accessories, and he will give his whole time to promoting research and advancement in the lines of science that tend to advance aviation knowledge in this country.

Walter Hoover is New York manager for the Detroit Graphite Company at 120 Broadway, New York City.—A letter received from Edward G. Lee on March 5, 1918, states that he has left the state of Maine and is now in the Engineering Department of the Southern Power Company at Charlotte, N. C.—Raymond W. Parlin resigned from his position as deputy commissioner of street cleaning in New York City, and is now one of three assistant managers with the Air Nitrate Corporation, a concern manufacturing material for the United States Ordnance Department. A new plant costing \$30,000,000 is to be built in July, 1918. Parlin has charge of the training of operatives. Business address is 360 Madison Avenue, New York City.—Allen Pope is now with the Carroll Electric Company, address 1810 Newton Street, Washington, D. C.—Winslow D. Robinson, 87 Chestnut Street, West Newton, Mass.—In January John Tetlow was an ensign, U. S. N. R. F., Ordnance Department, located at Bridgeport, Conn.—Harold S. Wilkins, care of Peters Cartridge Co., Kings Mills, Ohio.

A daughter, Nancy Phillips Noyes, was born to Mr. and Mrs. Erskine P. ("Tucky") Noyes on March 26, 1918.

1908

RUDOLPH B. WEILER, *Secretary,*

Care of The Sharples Separator Co., West Chester, Pa.

LESEUR T. COLLINS, *Assistant Secretary,*

Care of Marshall &amp; Co., 60 State Street, Boston, Mass.

*On the part of the Secretaries*

The following represented the class at the annual banquet in January: Leslie P. Cassino, W. D. Ford, H. R. Calloway, H. W. Blackburn, Langdon Coffin, Raymond W. Ferris, Irving M. Guilford, C. Fred Joy, Jr., Paul Willard Norton, P. A. Esten, E. H. Newhall, H. L. Carter, H. P. Gurney, Douglas Cairns, LeSeur T. Collins.

The regular bi-monthly '08 dinner was held at the Boston City Club on Tuesday evening, February 12.

Professor Pearson was present as the special guest of the evening, and at the end of the dinner entertained the boys for nearly an hour, speaking on several interesting subjects. Among others he dwelt on his experiences during his recent series of visits to the Tech Clubs in the western states; also the special government training schools at the Institute at the present time, and he also threw considerable light on the valuable work being done for the boys "over there" by the Alumni Branch in Paris. Considerable interest was taken in his remarks, as proven by the avalanche of questions with which the boys plied him.

The evening's entertainment was very successfully concluded by remarks from Capt. Bill Toppan, who was obliging enough to favor the meeting with his presence, although at considerable inconvenience to himself, as he states his duties keep him on the jump from 5 A.M. until midnight, seven days in the week. Bill had no end of interesting incidents to tell about in connection with his duties while in training at Plattsburg and Fortress Monroe, and particularly his present work of training not only the recruits, but also the regulars who are under him in his command of one of the companies of the Coast Artillery. The meeting did not break up until forced to by the early closing order.

Those present: F. A. Cole, E. I. Wells, C. W. Morrison, C. W. Keniston, C. Fred Joy, Jr., A. W. Heath, S. F. Hatch, L. Mayo, H. L. Carter, B. W. Cary, F. T. Towle, W. H. Toppan, W. D. Ford, Professor Pearson.

The following news has been received from our member from China. Tsok Kai Tse, who is mechanical engineer with the Kwang Tung Electric Supply Co., Ltd., Canton, China, writes that his company has placed an order for two 2500 K.W. turbine plant equipments, the material to come from the United States. Tse hopes to get a six months' leave of absence to come to the United States and see some of the big power plants. He anticipates that

before many years his company will be delivering 15,000 K.W. The boilers in the new plant will burn the local North River coal which runs about 12 per cent volatile matter and about 12,000 B.T.U. per pound and underfeed stokers will be used. Tse estimates this coal will cost under \$10 Mex. a ton (long) against Japanese coal which now costs \$26 Mex. a ton (long). The Japanese coal is bituminous.

"Tim" Collins is rejoicing in the birth of a daughter, Barbara, on February 19.

Armen Tashian, who has been in the employ of Walker & Weeks, architects, Cleveland, Ohio, for the last five years, has been given an interest in the company. Mr. Tashian is a graduate of Yale as well as of the Institute. He has had experience as an architectural engineer with several eastern firms, also as a contractor at Portland, Me.

M. E. Denny writes the secretary that his proper designation is Maj. M. E. Denny, Machine Gun Corps, British Army. He is now with the Admiralty in London.

#### *Additions to Roll of Honor*

Karl R. Kennison, Supervising Engineer, Bureau of Yards and Docks, U. S. N., Blake & Knowles Works Extension, East Cambridge, Mass.—Henry C. Patten, Prod. Expert, Avia. Sec., Sig. Corps.—William H. Toppan, Capt., 28th Co., C. A. R. C.—Harold E. Weeks, Pvt., Sig. R. C.—Edgar L. Williams, Secy., Red Cross, Italy.—H. J. Ruggles, Bureau Yards and Docks, Washington, Navy Dept.—Jos. H. Sinclair, in service.—Charles M. Steese, Maj., Ord. U. S.—H. D. Chandler, Capt., C. A. C., Fort Monroe.—C. C. Ford, Avia. Corp, Camp McArthur, Waco, Tex.—H. A. Rapelye, Aide-de-Camp of Maj.-Gen. Kuhn.—C. A. Quinlan, Maj., 113th Reg. Engrs. Corps.—Walter D. Reed, Capt.-Adj., 115th Engrs. Corps.—Roy G. Kennedy, Supply Sergt., 106th Artillery.—John R. Kibbey, 1st Lieut., C. A. C.—John H. Locke, Capt., Ord. O. R. C.—P. H. Heimer, Engrs. Train. Corps, Amer. Univ.—B. B. Holmes, Capt., E. O. R. C.—J. E. Hohnson, 1st Lieut., 209th E. O. R. C.—John H. Caton, Capt., E. O. R. C.—Maurice E. Denny, Maj., Machine Gun Corps, British Army.—Arnold W. Heath, Asst. Pur. Agt., Watertown Arsenal (civil appointment under Ord. Dept.)—Herbert T. Gerrish, 1st Lieut., Eng. Corps.—William B. Given, Jr., 1st Lieut., Co. L, 165th Inf.—Fred G. Coburn, Lieut.-Com., Nav. Constr., U. S. Nav. Aircraft Factory, Navy Yard, Phila.—Charles S. Cotter, Pvt., Intelligence Dept., Inf., 9th Colonial Islands, Brig., British.—W. P. Druly, Lieut.-Com., Constr. C., Navy Dept., Washington.

#### *New Addresses*

R. C. Collins, Box 143, New Haven, Conn.—Arthur B. Appleton 11 Sherman Street, Beverly, Mass.—Miss Mabel Keyes Babcock.



112 Charles River Road, Cambridge, Mass.—W. J. E. Barcus, care General Chemical Co., 25 Broad Street, New York City.—Howard E. Batsford, 406 Roberts Avenue, Syracuse, N. Y.—Frank K. Belcher, care Pusey & Jones Co., Wilmington, Del.—Ygnacio S. Bonillas, American Metal Co., Casilla 125 D, Santiago, Chile.—Alexander H. Bradford, Unga, Alaska.—Arthur E. Bremmer, 40 Morse Place, Englewood, N. J.—Harry L. Burgess, care Southwestern Bell Telephone Company, Boatmens Bank Building, St. Louis, Mo.—Horace W. Calder, 3204 Winfield Ave., Forest Park, Baltimore, Md.—A. M. Cook, 919 First National Bank, Chicago, Ill.—H. W. French, in France, 1st Lieut., Engrs., U. S. R., home address, 18 Guernsey Street, Roslindale, Mass.—C. E. Goldthwait, 168 Eutaw Avenue, Lynn, Mass.—Lynn S. Goodman, 1250 S. 45th Street, Philadelphia.—Harold W. Griswold, 326 North Street, Portsmouth, Va.—Alfred R. Hunter, care Hartford Fairmont Co., Hartford, Conn.—C. Fred Joy, Jr., 187 Reedsdale Road, Milton, Mass.—Carl R. Kennison, 22 Granville Street, Dorchester, Mass.—Charles C. Kinsman, 9921 Longwood Dr., Washington Heights Station, Chicago, Ill.—Orrin S. Lyon, 459 E. 25th Street, Brooklyn, N. Y.—Jos. S. McNutt, Hillcrest Inn, Ogunquit, Me.—William H. Medlicott, care Continental Insurance Co., 80 Maiden Lane, New York City.—Jos. T. Mohn, 244 Madison Avenue, New York, N. Y.—C. W. Morrison, 1857 Beacon Street, Brookline, Mass.—Paul Norton, Dept. of Arch., M. I. T., Cambridge, Mass.—Henry C. Patten, Lieut. Eng. R. C., Equipment Div. Signal Corps, 119 D Street, N. E., Washington, D. C.—H. C. Schriefer, Co. F, 23d Eng., Laurel, Md.—C. H. Shapleigh, Eastham, Va.—Carroll D. Steele, 1 Chester Terrace, Duluth, Minn.—Robert B. Todd, 229 Jackson Street, Lawrence, Mass.—Lieut. Clifford L. Wade, Hawthorne House, Wellesley Hills, Mass.—J. W. Wattles, 3d, 240 Chapman Street, Canton, Mass.—Eber I. Wells, 120 Winthrop Street, Winthrop, Mass.—Frank W. Willey, 121 Opera Place, Cincinnati, O.

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 1909

CHARLES R. MAIN, *Secretary*,  
201 Devonshire Street, Boston, Mass.

GEORGE A. HAYNES, *Assistant Secretary*,  
530 Atlantic Avenue, Boston, Mass.

As he attempts to write up the class news for the April REVIEW, the secretary feels keenly the lack of material from which he may evolve some interesting news for the class. He had hoped that he might have some letters to publish from some of the men in service, but apparently those fellows are so busy that they don't have time to do very much corresponding, especially when it comes to the



class secretary. Those of us at home are particularly interested in the boys who have gone "over there" and it would be greatly appreciated if we could get a word or two occasionally from them. If, perchance, any of the wives or sweethearts of our soldiers or sailors see this article, the secretary would very much appreciate a word from them regarding the members of the class.

Since the last report, several men have gone into service and in order to get the latest information which we have, into the hands of the class, the Roll of Honor corrected to April 1, is published herewith. The secretary desires to be informed of any correction or change of address or rank.

*Roll of Honor—Class of 1909, M. I. T.*

Lieut. Thomas A. Tillard, Royal Flying Corps, British Expeditionary Force, killed in France, December 6, 1916.

Lieut. Raynor H. Allen, 308th Engineers, Chillicothe, Ohio.—Capt. F. D. Applin, Coast Artillery Corps.—H. P. Belknap, 301st Inf. Headquarters, Camp Devens, Ayer, Mass.—Capt. Egerton M. Bettington, Royal Flying Corps, British Expeditionary Force.—T. B. Black, Reserve Officers Training Camp.—William P. Blodgett, Reserve Officers Training Camp.—Capt. Kenneth T. Blood, Coast Artillery Corps.—Lieut. J. Carlisle Bollenboker, 75th Aero Squadron Signal Corps.—Lieut. Commander L. S. Border, Const. Corps, Navy Dept., Washington.—Maj. Samuel Cabot, Depot Brigade, 76th Division, Camp Devens, Ayer, Mass.—Maj. Clifton C. Carter, West Point, N. Y.—Lieut. M. S. Chapin, Ordnance Officers Reserve Corps.—L. D. Chapman, Company 6, Coast Artillery Corps, Fort Banks, Winthrop, Mass.—John A. Christie, National Army.—M. S. Clark, O. T. C., Camp Upton.—Capt. William D. Clarke, Engineer Officers Reserve Corps.—Capt. Francis C. Crowley, 5th U. S. Cavalry, Ft. Leavenworth, Kan.—Lieut.-Col. Bradley Dewey, Sanitary Corps, Washington, D. C.—Capt. A. L. Dickerman, O. R. C., Ordnance Dept., Washington, D. C.—Ensign Howard H. Doles, U. S. Naval Reserve.—Lieut. Henry W. Dun, Jr., 21st Light Railway Engineers.—Lieut. L. C. Eddy, Jr., Engineer Officers Reserve Corps.—Lieut. Herbert C. Elton, Engineer Officers Reserve Corps.—Lieut. W. Craig Ferguson, Ordnance Dept. (ordered to Manila, P. I.)—R. C. Glancy, Camp Hill, Cumberland County, Pa.—William S. Gordon, Aviation Corps.—Lieut. George H. Gray, 301st Engineers, Camp Devens, Ayer, Mass.—Capt. Fred M. Green, Coast Artillery Corps.—W. Duncan Green, Reserve Officers Training Camp.—Lieut. Arthur E. Hartwell, 425th Depot Brigade.—Lieut. Harry L. Havens, Engineer Officers Reserve Corps.—Lieut. Armin F. Herold, 35th Division.—Lieut.-Commander H. S. Howard, Const. Corps, Navy Dept., Washington.—Capt. Carlton D. Jacobs, 101st Engineers Headquarters, American Expeditionary Force.—Sergt. H. L. Jenness, 315th Inf., Company M.—Capt. Reginald L.

Jones, Signal Corps, Western Electric Co.—Capt. A. C. Judd, 310th Inf.—Sergt. I Cl. W. C. Kerr, Signal Corps.—Lieut. Walter W. King, Flying Instructor, Ellington Field, Houston, Tex.—Lieut. Christian Kurtzmann, Quartermaster Corps.—Capt. Paul H. Lazenby, 2d Canadian Pioneers, Canadian Expeditionary Force.—Lieut. Hugh J. Lofting, Irish Guards, British Expeditionary Force.—Lieut. Lynn A. Loomis, Gas Service, L. O. C., American Expeditionary Force.—Lieut. D. P. Marvin, U. S. Guard Cutter Unalaga, Seattle, Wash.—Capt. Frank S. McClintock, Coast Artillery Corps.—Lieut. Commander J. E. Otterson, Const. Corps, Navy Dept., Washington, D. C.—Lieut. George T. Palmer, Sanitary Corps, Ft. Oglethorpe, Ga.—Capt. F. Gardiner Perry, Coast Artillery Corps.—Lieut. Charles W. Radford, 34th Cav. Depot Sq., Fort Garry Horse.—Capt. Rudolph W. Riefkohl, C. A. C., 3d Div., San. Francisco, Cal.—Lieut. A. M. Rosenblatt, Engineer Officers Reserve Corps.—Lieut. Edward L. Ryerson, Jr., Signal Corps.—Harold Schaffer, Canadian Royal Engineers.—Capt. Maurice R. Scharff, American Expeditionary Force.—Capt. Arthur L. Shaw, 301st Engineers, Camp Devens, Ayer, Mass.—Lieut. Xanthus R. Smith, Ordnance Officers Reserve Corps.—Lieut. Stewart Thompson, Trench Warfare Branch, Ordnance Dept.—L. J. Towne, in service.—Lieut. L. Channing, Field Artillery.—Lieut. W. B. VanInwegen, 23d Engineers, Camp Meade, Annapolis Jct., Md.—Lieut. Ernest A. Ware, 506th Serv. Battalion, Camp Meade, Annapolis Jct., Md.—Lieut. W. F. Wells, Sanitary Corps.—Lieut. P. M. Wisall, Sanitary Corps, Gas Defence.—Capt. Lyman F. Whitney, Signal Corps, Chief S. O.'s office.—Lieut. Frederick B. Wood.

The class is still holding its regular bi-monthly meetings and the March meeting was held on the 13th at the Walker Memorial. Ten of the men were present at that time. After an enjoyable dinner in the Faculty Room, we discovered a shooting gallery in the basement which was not being used and for an hour everybody took turns at target shooting. It would be a crime to mention scores, but everybody had a good time, which is the main thing.

The following letter has been received from Stephenson who is now editor of the *Pulp and Paper Magazine* at Canada, with headquarters at Montreal.

You will see from the letter head that I have been unable to stay away permanently from an editorial office, although the present situation is somewhat different from the circumstances under which we were associated nine years ago. I am sending you a copy of the magazine so you can see what kind of a job I am trying to hold down at the present time. After teaching mathematics one year at Lawrenceville, N. J.; Chemistry and Chemical Engineering at Terre Haute, Ind., for three years; and Chemistry and Paper Making at the University of Maine for three and a half years, we came up here in December, 1916, and haven't been fired yet. We both like Montreal very much and find the work very much to our taste.

The work takes me out on an occasional trip to visit the pulp and paper mills, to attend conventions and so forth, all of which is very pleasant.

At the same time we feel that through the magazine there is a chance to do con-

siderable good, both for the industry and for the country. I should be glad to have a line letting me know what you are doing, as well as any of the other fellows with whom you may be in touch.

Last night we had a pleasant surprise when Clark Robinson called up and announced his presence in town. We had already been invited to dinner with Ned Wells and their hospitality was extended to include Robinson as well, so we had quite a class reunion. Robbie says that his boy, who is now some nine months old, chews everybody he meets, thus proving his cannibal ancestry.

Unfortunately, Robbie had to leave on an early train for Boston, so the gas attack was rather short. We are always glad to have technical men, and especially classmates, call us up when they are in town and we always have the latch-string out at our house.

Recent announcement has been made of the engagements of two of the members of the class: that of Miss Carrol Heath of Lowell, Mass., to Marcus J. Cole, and Miss Carrol E. Hinds of East Boston, to William J. McAulliffe.

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### 1911

ORVILLE B. DENISON, *Secretary*,  
63 Sidney Street, Cambridge A, Mass.

HERBERT FRYER, *Assistant Secretary*,  
Engineers Club, Boston, Mass.

May I not vary the method of presentation of the 1911 Honor Roll to the extent of omitting the stereotyped "box" and substituting an alphabetically arranged running story? The reasons for this are twofold: First, any list the secretary prepares now (mid-March) will undoubtedly be added to and changed quite a bit before the appearance of these notes; and second, such a list must of necessity be somewhat fragmentary and possibly incorrect, since a lot of the information is indirectly received. To the end that the card catalogue which your secretary is keeping may most nearly approach correctness, each member of the class is hereby designated as a committee of one to write to the secretary whenever you have any information concerning either yourself or a classmate.

Now for the a. a. r. s. (see above).—"Joe" Aaron, VI, is a private in the enlisted Ordnance Corps, being a member of Co. N, 5th Batt. 163d Depot Brigade, and at last reports was stationed at Camp Dodge, Ia.—H. S. Alexander, II, is a first lieutenant. He is commanding officer of the 92d Squadron, Aviation Section, Signal Corps. He is "over there" and in January wrote to the secretary from Narborough, Swaffham, England, as follows:

Your little yearly dun at hand, but the warning about the postage due came too late. But perhaps not, after all, for you see we are imbued—saturated with the principles of rigid economy and how could I better practice it than by mailing this without stamps and in that way maybe you will have to pay the postage—but I will at least be obeying orders.

You remember H. S. Waite, '11, II? I ran across him—I actually ran into him

at an entertainment at the American Officers Club in London and when I stopped to beg his pardon—well, I didn't get it begged! "Stokes" has his 1914 cross for service in France with the immortal "contemptible little army" of immortal fame and he has a history like a Robert Chambers novel—minus the girl. I have had the pleasure of dining and visiting with him and I am forwarding all my Tech notices to him.

My kindest regards to any inquiring friends, and I'll see you over here soon.  
*Cheerio!*

J. F. Alter, IV, is an inspector in the Quartermasters Corps. assignment not known to the secretary. Do *you* know?—J. T. Arms, also IV, has been made a chief quartermaster in the U. S. N. R.—H. E. Babbitt, XI, has a captain's commission in the E. O. R. C.—Fred R. Bailey, I, is at Camp Devens, where he is a first lieutenant in the 301st Engineers, N. A.—D. C. Bakewell, II, has a first lieutenant's commission in the Ordnance Dept., U. S. R. He recently wrote the secretary that he was at present inspector of ordnance at the Inland Steel Co., Indiana Harbor, Ind., and the Illinois Steel Co. at South Chicago and Gary, Ill.—Donald C. Barton, XII, was for a time instructor in meteorology at the aero camp in Burlington, Vt., but the secretary has just learned from Barton's father, who, by the way, is secretary of the Class of '80, that he is now "over there." His official rating is private, Meteorological Service, Signal Corps, A. E. F.—Stanley E. Bates, I, is so far as known still a private in the National Army.—"Cap" Besse, II, has been promoted and is now a real captain in the National Army, although his assignment is not known to the secretary. Hark ye, however, to the glad tidings! Mr. and Mrs. Samuel Kershaw announce the marriage of their daughter, Madeline, to Captain Eldred E. Besse, U. S. N. A., on Thursday evening, March 14, at Lowell, Mass. The young couple will make their home at 5009 Wisconsin Avenue N. W., Washington, D. C. Hearty congratulations, Cap!—Austin W. Brooks, VI, is a draftsman in the 2d Batt., 3d Engrs., U. S. A.—H. C. Brown, II, is a member of the Headquarters Company, 1st Regt., C. A. C., U. S. A.—Paul Burdett, II, received his first lieutenant's commission at Fortress Monroe, Va., in November and is now on active service in the C. A. C. at Fort Revere, Hull, Mass.—Phil Caldwell, I, who has a first lieutenant's commission, is reported as Assistant Aeronautical Officer, Northeastern Dept., Signal Corps.—Olin V. Chamberlin, II, is "over there" with a second lieutenant's commission, O. O. R. C., and is stationed at the American Ordnance Base Depot in France.—Bill Coburn, I, XI, has a first lieutenant's commission and is stationed in Washington in the Gas Defense Service, Sanitary Corps, U. S. A.—M. M. Cory, I, has been reported to the Alumni Office as Hdqrs. Co., Avia. Sect., Sig. Corps, but as yet his whereabouts have not been unearthed. You remember Art Leary said he once saw him in uniform at Camp Devens. Come Cory, Cory, Cory!—R. W. Cushing, VI, has a captain's commission in the E. O. R. C. and is at present designated as

purchaser of engineering equipment.—H. C. ("Doc") Davis, Jr., VI, has been promoted from captain to major in the O. D., C. A. C.—W. C. Davis, Jr., I, is a corporal in the 318th Inf., N. A.—Jack Devlin, III, has a first lieutenant's commission and is at Camp Devens, Mass., with Company E, 301st Engrs., N. A.—Clarence W. Dow, I, is a chief inspector of airplanes and aermotors in the Quartermaster's Dept. of the Aviation Signal Corps and in a recent letter says:

I am engaged in the pleasant pursuit (at a distance) of the elusive Hun, being chief inspector of airplanes and aermotors at the Berkshire Magneto Company, Pittsfield, Mass., for Uncle Sam's famous Aviation Signal Corps.

Whitford Drake, XIII-A is a lieutenant-commander in the Construction Corps, U. S. N.—Charles Edwards, Jr., XIII, has a second lieutenant's commission and is with Battery D, 307th F. A.—"Bill" Foster, IV, is a sergeant in the camouflage corps, Company F, 24th Engrs.—Russell D. Francis, III, is a corporal in Company E, 101st U. S. Engrs., A. E. F.—Stafford A. Francis, IV, is a corporal in Company C, 339th Inf., N. A.—J. N. French, IV, has been reported as being in aviation service. Do *you* know where?—Raymond W. Frost, I, has been reported to the Alumni Office as with the American Expeditionary Forces, with all details lacking.—"Pete" Gaillard, VI, has been promoted from first lieutenant to captain in the National Army, assignment not known to the secretary.—G. C. George, I, has a first lieutenant's commission, received at the American University in Washington, and has been assigned to Company E, 1st Batt., Replacement Troops, E. O. R. C.—"Dick" Gould, XI, is rated as a first-class cadet and is with the Flying Cadet Detachment at Love Field, Tex.—Louis Grandgert, IV, has a captain's commission and is "over there" with the 101st U. S. Inf. In a short note, written in January, he said he was commanding the 1st Company, Army Candidates School. He has met a number of Tech men but no '11-ers. His message is: "Go it, Tech!"—J. S. Gravely, V, has made rapid progress in the military field. He started with a captain's commission in the O. O. R. C., being temporarily assigned to the Small Arms Div., Ordnance Corps, at Washington. Later he was promoted to be a major in the National Army and now he has been made a lieutenant-colonel in that branch of the service. Fine work, old man!—H. W. Hall, IV, has a captain's commission and is with Company D, 343d Inf., U. S. N. A., at Camp Grant, Rockford, Ill.—R. T. Hanson, XIII-A, is a lieutenant-commander, Const. Corps, U. S. N., and at last reports was stationed with the New York Shipbuilding Corporation at Camden, N. J.—Louis Harrigan, XI, is a member of the U. S. N. R., A. E. F.—"Jack" Herlihy, II, received his first lieutenant's commission in the S. O. R. C. and was for quite some time in charge of the 109th Squadron, Camp Kelley, San Antonio, Tex. About the middle of this month (March) the secretary met Charles H. ("Skip")

Harrington, I, and he said that he understood that "Jack" was now "over there." Do *you* know where he is? "Skip" expects to be in the next quota sent to Camp Devens on March 28.—"Bill" Herrick, II, has a first lieutenant's commission and has been assigned to Det. 5, U. S. Army Aviation.—C. F. Hobson, X, has been reported as lieutenant, Def. Res., N. G., presumably at Lowell, Mass.—"Bill" Hodgman, II, started as a sergeant in the C. A. C. and was then made second lieutenant in the O. O. R. C., being assigned to headquarters of the 163d Dep. Brig., Camp Dodge, Ia. Word has since been received by the Alumni Office that he has now been attached to the American Ordnance Base Depot in France, still with the rank of second lieutenant.—F. C. Jewett, I, is quartermaster of the 10th Deck Division on board U. S. S. *Nebraska*.—C. R. Johnson, X, has a captain's commission in the Gas Defense branch of the Sanitary Corps, U. S. A.—"Heine" Kenney, I, has a first lieutenant's commission and at last reports was in the 3d Foreign Detachment, Avia. Sect., Sig. Corps, at Mineola, L. I.—Edward Kenway, I, has a first lieutenant's commission and is commanding officer of the 83d Aero Squadron, Avia. Sect., Sig. Corps.—"Phil" Kerr, II, is "over there" and has a first lieutenant's commission. He is in the Research Section, Air Div., Avia. Sect., Sig. Corps, A. E. F.—"Scottie" Kimball, VI, has received his lieutenant's commission in the U. S. R., according to a report emanating from Schenectady.—M. C. Kinney, IV, has a second lieutenant's commission in the British Royal Flying Corps.—Stanley R. Lawton, V, has a captain's commission in the Sanitary Corps, N. A., according to advices received by the Alumni Office.—H. P. Letton, XI, has a captain's commission in the E. O. R. C. So far as is known, he is still in command of Company C, 111th Engineers, at Camp Bowie, Fort Worth, Tex.—H. S. Lord, II, has a first lieutenant's commission in the E. O. R. C. and is assistant to the head of the Engineers Depot Department of the regular army in Washington.—R. H. Lord, VI, has been promoted from his first lieutenancy in the Ordnance Dept. to be a captain in the National Army.—"Jack" McAllen, III, has a first lieutenant's commission in the E. O. R. C. and was for a time assigned to the training school at Camp Lee, Petersburg, Va. He has recently been sent to Camp A. A. Humphreys, Va., where he is assigned to the 602d Engineers.—"Bill" McCune, II, has a first lieutenant's commission in the O. O. R. C., assignment not known.—J. D. MacKenzie, III, is with our Allies, being a lieutenant in A Company, 185 Cape Breton High., Canadian Infantry.—C. B. Magrath, II, is a captain in the Canadian Army. He has been reported as wounded on October 22.—H. L. Manley, I, has a first lieutenancy in the O. O. R. C., having been assigned to Camp Doniphan, Oklahoma, with the 35th Division.—"Doc" Moore, II, whose address is unknown to the secretary, has been reported to the Alumni Office as being in an artillery officers



training camp.—I. F. Morrison, I, is a first lieutenant in the O. O. R. C. and has been stationed at the Springfield, Mass., Arsenal.—R. E. Morse, VI, is a member of the 321st Field Signal Battalion at Camp Upton, N. Y.—J. Barton Nealey, I, is a member of the National Army at Camp Lewis, American Lakes, Wash.—“Ted” Parker, I, is a first lieutenant in the E. O. R. C. and he has been assigned to the 34th Engineers at Camp Dix, N. J.—L. A. Patrick, IV, is a sergeant in Machine Gun Company A, 102d Mach. Gun Batt., 51st Brig., A. E. F.—L. W. Perrin, I, II, is a captain in the 301st Infantry at Camp Devens, Mass.—Oliver D. Powell, XI, is a sergeant in Battery F, 309th Heavy Field Artillery, U. S. N. A., at Camp Dix, N. J., and late in February wrote a fine letter to the secretary in which he said that he was in line for the position of instrument sergeant in the battery.—I. R. Pray, V, is now a sergeant in Company B, 1st U. S. Pioneer Regiment, A. E. F.—“Dick” Ranger, VIII, has a second lieutenant’s commission and was sent to France as military observer, F. A., last August. He is still “over there.”—Webster Richardson, IX, writes that he is a 2d class seaman in Company B, Naval Training Station, San Pedro, Cal.—Carl G. Richmond, I, is a first lieutenant in the E. O. R. C. and was originally assigned to Company 9, E. O. T. C., Camp Lee, Petersburg, Va. In a recent letter, however, he said he had been reassigned to the 602d Engineers at Camp A. A. Humphreys, Va. He said “Ted” Parker was there with the same regiment, they having previously been together at Camp Lee.—Percy A. Rideout, I, has been promoted from first-class sergeant to second lieutenant according to army orders issued February 24. He is in France with the 101st Engineers.—Foster Russell, II, has been reported to the Alumni Office as a private, Avia. Sec., Sig. Corps.—S. H. Scribner, I, is first sergeant in Company A, 14th R. R. Corps, Engineers, A. E. F.—R. A. Seaton, II, has been reported to the Alumni Office as a captain in the O. O. R. C.—O. H. Shenstone, I, is in the service of our Allies, being a member of a Canadian Overseas Training Company.—W. L. Smith, IV, has been reported to the Alumni Office as first lieutenant, H. A.—H. R. Snyder, IV, is a paymaster in the commissary department, U. S. N.—Harold G. Soule, III, has been reported to the Alumni Office as a first lieutenant in the Infantry.—S. P. Spalding, III, has likewise been reported as a captain, Ordnance Branch, C. A. C., U. S. A.—W. Y. Stamper, I, from whom the secretary has heard nothing for years, has been located at Camp Gordon, Ga., where he is a first lieutenant with Company D, 307th Engineers.—H. W. Van Hovenberg, XI, writes that he is in service as Sanitary Engineer, U. S. P. H. S., being assigned to the U. S. Marine Hospital at New Orleans, La.—Ralph E. Vining, III, was with the Headquarters Company, 303d U. S. Engineers, N. A., at Camp Dix, N. J., but the secretary has recently heard that he has been assigned to Camp Lee, Peters-

burg, Va., where he is a student in the E. O. T. C. established there.—R. T. Walker, IV, is reported as private, Company H, 40th Engineers.—Lawrence Watts, I, is reported as a captain in the C. A. C., U. S. A., assignment not known.—L. B. Weeks, VI, is similarly reported as a captain, in the C. A. C., U. S. A.—Roland B. Wells, II, is a member of the 17th Company, 5th Regiment, U. S. Marines, A. E. F.—R. D. Wells, II, VI, is a first lieutenant in the Ordnance Dept., being assigned to the Inspection Section of the Equipment Division.—W. C. West, II, has been reported to the Alumni Office as a member of the Central Avia. Reserve.—E. J. Whitcomb, X, received a first lieutenant's commission in the O. O. R. C. at the last Plattsburg camp and at last reports was unassigned.—C. S. Williams, II, is a captain in the infantry, according to reports.—I. W. "Bunnie" Wilson, XIV, is a first lieutenant, Medical Dept., San. Corps, and is at present stationed at Astoria, L. I., N. Y.—Robert O. Wood, VIII, is a cadet in the U. S. Naval Aviation.—J. C. Woodruff, X, has been reported to the Alumni Office as a captain, San. Corps, Gas Defense.—A. W. Yereance, I, is second lieutenant, Company F, 305th Engineers, at Camp Lee, Petersburg, Va.—Assuming, for the moment, that the foregoing list is complete, 1911 would be entitled to ninety-two service stars. An actual number of stars is somewhat of an unknown quantity, both on account of the list being almost constantly added to and the fact that the secretary may not get *all* the additions. The secretary hopes to be able to add some new names and possibly supply some of the missing data above in the "postscript notes" in this issue, for an '11 dinner has been arranged for the evening of April 2 in the Faculty dining room of the Walker Memorial.—By the way, there have been several men credited to 1911 by the Alumni Office, whose affiliations are rightfully elsewhere. In the following list the secretary gives these names, which he is not including in the 1911 Honor Roll, accompanying each name with the class with which the man has chosen to be affiliated: L. M. Atkins, 1910; G. W. Barnwell, 1914; H. W. Churchill, 1910; R. C. Jacobs, Jr., 1910; R. L. Jones, 1909; H. G. Knox, 1910; R. W. Lewis, 1910; George T. Palmer, 1909; C. F. Springall, 1912; C. H. Sutherland, 1910; A. F. Underhill, Jr., 1912; A. K. Wardwell, 1913; and H. D. Williams, 1912.—Erving M. Young, I, is serving the government in a civilian capacity, witness the following letter:

I am in the railroad organization of Maj. F. J. Wood, U. S. (also a Tech man), here at Curtis Bay, Md., on the construction of a ten-million-dollar Ordnance Depot. We have about twenty-five miles of railroad in the depot alone, authorized at present, and it may be increased at any time. In all, there are four Tech men here, 1911 being the latest class represented. I'm living on the reservation some eight miles south of Baltimore and go into civilization about once or twice a week. Remember me to any of the fellows you see.

The following clipping from the Boston *Post* of January 27 will greatly please all 1911-ers:

Brookline society is especially interested in the engagement of Miss Lois Carver and Mr. Donald R. Stevens. Miss Carver's parents are Mr. and Mrs. Eugene P. Carver of 15 Buckminster Road, and her brothers, Lieut. E. P. Carver, Jr., and Mr. Nathan Carver. The young girl is a senior at Vassar. Mr. Stevens, who graduated from Technology in 1911 and is now engaged in business in Akron, Ohio, is a son of Mr. and Mrs. Lester F. Stevens of 32 Manchester Road, Brookline.

Here's wishing you the very best luck and good wishes for a happy future, Don! Read the following from "Ned" Hall, II, under date of March 1:

We have a new recruit out at my house, only she will serve in the Red Cross instead of on the line. She made her debut on Monday, February 25, and is a mighty husky young lady—over 9½ pounds. Both father and daughter are doing well—also her mother. We are going to call her "Anne," after her two grandmothers, and "Thompson," her mother's maiden name. I can fast see myself approaching a condition of dotage all on account of this kid, for she certainly—oh! what's the use—you know how it is!

By the way, I hope that your young gladiator is still going strong and his mother as well. We are almighty busy at the plant here, but I had to take the time to let you know this *important* news.

Hearty congratulations to you both, Ned!—The secretary's phone rang one morning about a week ago and Frank Wood, II, was on the wire saying that Frances Elizabeth, weight 8 pounds, arrived on March 8. Both mother and daughter are doing finely. Hearty congratulations again!—O. W. Stewart, I, writes that "Johnny" Wilds, II, has recently been appointed assistant secretary and engineer of the Protection Mutual Fire Insurance Company, Chicago, Ill. He adds that he (Stewart) is also connected as engineer with an allied company, the Manufacturers Mutual Fire Insurance Company of Providence, R. I. "These companies," he says, "provide insurance at cost for preferred manufacturing plants and make a specialty of advanced fire protection engineering."—If your memory serves you well you may remember a Brazilian, Pedro de Souza Leao, I, VI. He was a very bright chap and his classmates will read with deep regret the following letter received by the secretary in February from one of his Brazilian friends, Cyriaco da S. Costa:

I hope you be well. Some days back Mr. Leão, residence Rua Isabel No. 45 received some correspondence from your technological institution and therefore I am in charge of letting you know that Mr. P. Leão, one of my friends, died. I felt much sorry when I came to know, but I suppose that Pedro was poisoned by his uncle, because all the neighbors comment it. I beg you in the name of his family to finish this correspondence with him.

Word has just reached the secretary of the death, on March 19, of Arthur E. Sharkey, VI, who was with the class during the first two years at Tech. He was a victim of pneumonia, having died after a three days' illness. He is survived by a wife and son, to whom are certainly extended the sincere sympathy of his class-

mates.—H. S. ("Hank") Smith, X, recently wrote from Chatham, Ont., where he is with the Dominion Sugar Company. He informed the secretary that he is the proud father of an eighteen months' old boy, who is preparing for his Tech education by "insisting on examining the inside of every watch and clock ('tick-tock') within reach." That's right, Hank, start 'em right!—"Abe" Kaufman, X, recently wrote in from Lowell as follows:

Have nothing of great interest to report except that I have taken on, with my younger brother, Manahan B., Tech '15, a third interest in the Archer-Strauss Rubber Company of Framingham, Mass. My brother is now general manager of this concern (capital \$100,000), but will, we expect, be elected its president. I am still with the Columbia Textile Company in Lowell and am getting along very well.

Here is an interesting letter from Norman Duffett, another X man, written from Niagara Falls, N. Y.:

Without actually being in the service, I do manage to keep occupied trying to be of service in a plant very necessary to the government and steel mills. Was rejected in the first draft on account of eight pounds underweight. Then was put into class IV-A under the questionnaire. By the way, William Erwin Duffett was born last September and is even now in training. His sister acts as instructor.

It has been so "bloomin'" cold here that even the power generated for the plants hereabouts is frozen. By far the worst winter ever on record. Pity the fellows fighting when we feel cold working around electric furnaces. Best regards to any of the fellows you may meet.

As told in the January REVIEW, "Jim" Duffy, VI, is with Curtiss Aeroplane and Motor Corporation, Buffalo, N. Y., as assistant production manager. List to his latest:

Seven days and several evenings a week is my program and there is not a single day since my coming that I have not been to work. The task is so closely allied to America's part in the war that it is an opportunity to be able to contribute this little bit. Regards to such of the boys as are still around Boston.

Now for the address changes to close.

#### *Address Changes*

R. E. Anderson, 402 Main Street, Cincinnati, Ohio.—Kester Barr, 597 Linwood Avenue, Buffalo, N. Y.—O. R. Bean, 303 C. & W. Bldg., Eugene, Ore.—Capt. E. E. Besse, 5009 Wisconsin Avenue, N. W., Washington, D. C.—Lieut. Olin V. Chamberlin, 902 Twentieth Street, Rock Island, Ill.—Lieut. W. H. Coburn, care of Gas Defense Service, New Dept. Interior Bldg., Washington, D. C.—Allston T. Cushing, 252 Oak Street, Chattanooga, Tenn.—J. F. Duffy, 685 Lafayette Avenue, Buffalo, N. Y.—Clarence W. Dow, care of the Berkshire Magneto Company, Pittsfield, Mass.—Livingston P. Ferris, American Tel. & Tel. Company, 195 Broadway, New York City.—Dona N. Frazier, 806 South Cecil Street, West Philadelphia, Pa.—Lieut. Gardner C. George, 113 High Street, Haverhill, Mass.—August C. Metz, Hotel Dolch, Eagle Pass, Tex.—Clyde R. Perry, care of New England Westinghouse Company, Springfield, Mass.—Sergt.

Oliver D. Powell, Battery F, 309th F. A., Camp Dix, N. J.—Walter P. Welch, 495 12th Street, Brooklyn, N. Y.—Lieut. I. W. Wilson, Astoria Detachment, care of Astoria Light, Heat and Power Company, Astoria, L. I., N. Y.—Erving M. Young, care of Constructing Quartermaster, Curtis Bay, Maryland.

### *Postscript Notes*

Here it is April third and the secretary has three more names to add to the 1911 Honor Roll, to wit: Charlie Barker, "Rich" Richardson and Henry Wood. Yessir, sure as you're a foot high, Gutzie Barker has left the American International Company in Philadelphia and has enlisted in the Signal Corps, Wireless Section. His assignment is not known to the secretary at this writing.—Webster Richardson, IX, has just written to the secretary that he is now a Second Class Seaman in Company B, Naval Reserve Training Station, San Pedro, Cal.—Henry Wood, IV, has been with the 29th Company, Heavy Artillery, at Fort Greble, R. I., but left there on April 2 for Fortress Monroe, Va.; here he is attending the fourth Officers Training School.—By the way, the secretary met "Bob" Wood over at Tech just before the 1911 dinner at the Walker Memorial on the evening of April 2. He is now in Company 18, Naval Aviation Detachment, stationed at M. I. T. and expects to be there about ten weeks.—As to the class dinner just mentioned, for some unexplained reason there were only ten men present: Comstock, Cooley, Cumings, Denison, Haines, Lake, Leary, D. J. Smith, Stewart and Frank Wood. Ted Van Tassel had planned to attend, but an attack of gripe kept him away. Harry Lake, I, being the only one who had not attended any of the last three dinners, was given the "floor" after the "eats" to tell his "life story." He spent the summer of 1911 surveying near his home town of Wilmington, the work being in connection with some land damages caused by the level of Suntaug Lake falling eight or ten feet. In October, 1911, having completed the Suntaug job, he caught on with W. H. McElwain Company in scientific management work. In mid-1912 he joined the Boston office of Percival Lowell, the astronomer, working on computations from observations sent in from the observatory at Flagstaff, Ariz. In 1914 he accepted the position he now occupies, secretary to the Fire Prevention Commissioner in Boston for the Metropolitan District. This work he described in a most interesting manner.—Then followed an informal presentation of the data concerning 1911-ers in the service by the secretary, during which discussions and corrections were in order. It was learned that "Jack" Herlihy has been "over there" since late 1917 and just before he left, so "Tommie" Haines said, he became the proud father of a son. Hearty congratulations, Jack, to you and yours!—It was also learned that "Dick" Gould, who is at present at the flying field at Love Field, Tex., has received a second lieutenant's



commission.—“Art” Leary said he heard “Bill” Buckley was married February 12. What say, Bill?—Also the news “leaked out,” as the feller sez, that Don Stevens and his fiancée are tentatively considering June 25 as the “big day.”—Say, who do you suppose is back in the Hub? Aw, you’ve been peekin’, you looked at the heading of the notes and saw that Bert Fryer’s address had been changed to Engineers Club, Boston, Mass. ’S a fact, Lil Herbie has shaken the dust of Philadelphia, where he, like “See-em” Barker, were with the American International Shipbuilding Corporation, and is now production engineer for District 1 for the Emergency Fleet Corporation, with headquarters in Boston.—“Selly” Seligman, III, is now located in Chicago with Hartmann Bros, Inc., the firm with which he had previously been stationed in Boston. “As all the cross-country railroads pass this way,” he writes, “you tell any and all of the bunch that I will expect them to look me up if they are spending a day or so here.”—Here is an announcement emanating from an Akron, Ohio, newspaper which is of interest to ’11-ers:

Announcement was made Thursday by Mrs. H. C. Walker, 109 Beck Avenue, of the engagement of her daughter, Virginia Belle, to Joseph Dunlap, 369 E. Buchtel Avenue. No date has been set for the wedding, which is to take place in June.

Though Miss Walker has lived in the city a comparatively short time, having come from Kansas City to make her home in Akron, she has formed a wide circle of friends, and is very popular among the younger social contingent.

Mr. Dunlap is assistant experimental engineer of the Goodyear Tire and Rubber Company and is a prominent member of the University Club. He is a graduate of Boston School of Technology, Class 1911, and a Phi Gamma Delta Fraternity man.

Hearty congratulations, old man!—Here is a fine, characteristic, breezy letter from 1st Lieut. “Heine” Kenney, of the 91st Aero Squadron, just received by the secretary:

Just received your card inviting me to the Christmas dinner. I wish you would get your invitations off a little sooner, as I would cheerfully have paid the 5 francs 70 to hear Selly spiel about China, and to see what the h—I Franklin Osborn has been doing up in Quebec. He ought to know that that is my old stamping ground.

You really are getting careless, for the other day I saw Dick Ranger in Paris and he didn’t say anything about the dinner either. I’ll bet you forgot to send him any notice at all.

Am having the time of my still young life over here now. Was assigned to the 91st Squadron about a month ago and moved up here near enough to the front so that whenever Fritz makes much noise we can hear him without any trouble. I imagine that when the war is over there will be a lot of us who will kick at spending hours riding around on some old B. & M. train when the place is only a few minutes away by air. The crowd here all are of the original bunch that enlisted over a year ago and are cokers from the C. O. down. Eats, barracks and the whole works are first class and in addition, the other day we bought a piano, which is now a part of the Squadron baggage which moves wherever we move.

I’m afraid you will have to be satisfied with this drool until I get back. Then over some festive board, which we will hold in a “wet” community, I’ll tell the gang some real yarns.

Golly, it seems good to hear that “old stuff,” Heine. Just like the old Technology Press Association days! But, and here’s the rub, where do you get that “wet community” noise? Know ye not



that the "Bone-Dry" Amendment is rapidly being ratified by the several states, Massachusetts having just swung into line?—Once again, let's close with the address changes.

### *Address Changes*

Harry E. Lake, 1 Beacon Street, Boston, Mass.—C. A. Magoon, Office Hort. and Pomol. Investigation, Bur. Plant Industry, Washington, D. C.—Lieut. Harry L. Manley, Ordnance R. C., Camp Doniphan, Fort Sill, Okla.—O. R. Schurig, 712 Union Street, Schenectady, N. Y.—Henry R. Snyder, 45 Mt. Vernon Street, Boston, Mass.—Peter D. White, 145 West 58th Street, New York City.

### 1912

JOHN E. WHITTLESEY, *Secretary*,  
Care Walworth Co., South Boston, Mass.

No report received from the secretary.

John L. Bray, formerly doing copper mining in Chile, is now at the Blackbutte Quicksilver Mine, Black Butte, Ore.

The Boston *Traveler* of February 27 announces Seligman's engagement as follows:

A marriage engagement of interest in Brookline social circles comes with the announcement that Miss Daisy Wit of 91 University Road is to marry Wellesley J. Seligman of 844 Beacon Street.

Miss Wit is well known in the social and charitable activities of the community. She is a member of the entertainment committee of the Boston Council of Jewish Juniors and has taken part in many plays and concerts given for philanthropic purposes.

Mr. Seligman is also well known in this city. He wrote many plays while at Technology. He graduated in 1912. He has recently returned from a business tour through China, Japan and India.

### 1913

F. W. MURDOCK, *Secretary*, 483 Crescent Avenue, Buffalo, N. Y.

ARTHUR W. KENNEY, *Assistant Secretary*,  
3511 Lowell Street, N. W., Washington, D. C.

Lest some of the fellows wonder why the class held no annual dinner this winter, the secretary wishes to say that it is not on account of any drooping of class spirit, but simply because many feel that the sort of merrymaking we ordinarily indulge in on these occasions is not in good taste at the present time. We do plan to have some sort of meeting in June at graduation time.

Our matrimonial column is a little longer, we are glad to note. The Boston *Evening Transcript* notes that Mr. and Mrs. Hugh Jordan of Bluefield, W. Va., announce the engagement of their

daughter, Meta, to Geoffrey Rice Thayer, VI, of Allston, son of Mrs. Gertrude Rice Thayer. Mr. Thayer has been recently in Bluefield, where he has business interests. He is the son of the late Dr. S. Weston Thayer.—Kenneth Blake, XIV, is engaged to Ruth Alexander of Quincy.—The engagement is announced of William A. Bryant, I, to Etta May Fowler.—S. R. Ramsdell, V, was married to Margaret L. Batemen, February 21. Miss Batemen is a graduate of the Pennsylvania College for Women. Ramsdell is teaching at the High School in Milton, Mass.—The announcement is made of the marriages of Allan G. Waite (Sp.) to Miss Julia Rockfellow; William G. Horsch, XIV, to Miss Gertrude Philbrick, Newburyport, Mass.

Here's wishing you all a blithesome journey.

It is a great thing to have a sense of humor, Arlo Bates used to say, and it looks to hold particularly for one in France just now. Read what Gene Macdonald writes from there:

Life is still a frivolous comedy with me and when you mention my "hardships" and danger in France, I read it again trying to discern some of that good old line of kidding. But I've come to the shocking conclusion that is isn't there, "hardship and danger."

If you could have seen us in our last camp, eight of us, sergeants and master engineers, all fine fellows in one hut, a good old coal stove going full blast, a big table down the center where we ate, a hanging lamp swung over it and after supper two smaller brass lamps with pink and yellow shades standing on the table and the boys sitting around, a couple playing checkers, others reading *Red Books* and *Cosmopolitans*; a couple of white-enamel plates on the table with candy, nuts, chewing gum, Pall Mall cigarettes and such thereon; maybe one with his old war map out pushing up the front line according to the accounts in the day's paper, and a couple leaning over his shoulder watching him: all this out in the devastated country where they couldn't be amused otherwise if they wished, and don't miss it, if one listens a minute he can hear the guns keeping up the work and when you step outside there is lightning in the east. But that is changed now. We are safer.

As for engineering, I haven't done much. I did investigate a brick over where the railroad had been run out onto the road to get over a canal, and the last two days I've picked off of blueprints bills of timber for constructing the structures thereon designed. Outside of that it has been pick and shovel gangs and will be, I'm afraid, but I personally have had no regrets. We got over here and started while Plattsburg was still squabbling over drill regulations. One couldn't pick a better bunch on the whole. Aye, let me hear from you once in a while. Mail and payday are the events of our life now-a-days and the second doesn't come very often.

While we are on the subject of the war, let us list additional names of our fellows who are in the service:

William V. A. Kemp, Aviation Corps.—Malcolm W. Leonard, Priv., 23d Engrs. Corps.—Edward B. Long, Jr., 2d Lieut., F. A., U. S. R.—Thomas J. Lough, 1st Lieut., E. O. R. C.—William H. Humphrey, 2d Lieut., 104th U. S. Inf.—Donald J. Neumuller, Capt., Avia. Sec. Sig. Corps.—V. V. Ballard, Sergt., Co. C, 502d, Engrs., A. E. F.—Harold B. Beebe, in service.—Winfred S. Boynton, Engrs. Base Hospital No. 39.—Charles L. Burdick, Lieut., Ord. Dept.—George P. Capen, Insp. Ord. Dept.—E. C. Gere, Lieut., 11th Cav., Newport News, Va.—George S. Darling,

U. S. N. R. F.—M. H. Harrington, Corp., Co. M, 302d Inf.—Henry J. G. Rudolf, Royal Flying Corps.—Louis C. Rosenberg, Priv., Co. B, 40th Engrs.—Arnold F. Rich, Corp., Co. C, 362d Inf.—Robert Schulze, Jr., 1st Cl. Pvt.—C. A. Smith, O. T. C., Camp Upton.—Edward H. Smith, 3d Lieut., U. S. N., U. S. S. *Manning*.—Frank T. Smith, O. T. C.—Alfred C. Ranney, Capt., Bat. A, 65th Art., C. A. C.—William H. Murphy, 2d Lieut., 104th U. S. Inf.—Donald J. Neumuller, Capt., Avia. Sec., Sig. Corps.—Frederick J. Hopkinson, Pvt., N. A.—George A. Unglis, Pvt., N. A.—I. P. Jones, Pvt., N. A.—George H. Starr, Capt., 136th F. A., U. S. N. G.—John J. Harty, Jr., Capt., O. R. C., Springfield, Arsenal.—R. B. Haynes, 1st Lieut., Ord. Dept.—William N. Holmes, C. A. C., R. O. T. C.—H. B. Horner, 1st Cl. Seaman, U. S. N. R. F. Training Station.—A. M. Jones, Capt., 1st Bat., 14th Inf.—G. H. Jones, 2d Lieut., 102d Engrs., F. A., O. R. C.—William de Y. Kay, 1st Lieut., Ord. Dept.—Henry C. Thierfelder, 1st Lieut., Coast Artillery Corps.—Warren A. Gentner, Prov., 1st Lieut., C. A. C.—Donald M. Giles, 2d Lieut., Co. F, Inf.—Albert C. Goodnow, Mach. Mate, U. S. N. R. F.—A. W. Greeley, Capt., Sig. Corps.—Leo A. Hartnett, 1st Cl. Sergt., Avia. Sec. Sig. Corps.—Henderson K. Franzheim, Lieut., Avia. Corps, Ellington Field, Houston, Tex.—Stanley H. Hodgman, 2d Lieut., Co. D, 10th Engrs.—William Johnstone, Pvt., Co. K, 302d Inf., Camp Devens.—Paul J. Franklin, Eng. Corps, Hw. Co.—Lewis H. Mack, Jr., 2d Lieut., E. O. R. C.—A. H. Means, O. T. C., Camp Upton.—Harry D. Peck, 1st Lieut., Avia. Sec. Sig. Corps.—Edw. Hurst, 1st Lieut., Plattsburg Off. Corps. Mach. Gun Sec.—Robert T. Portal, 1st Cl. Sergt., 51st Brig., 26th Div. Ord. Corps.—Sidney Powers, 2nd, Lieut., Asst. Geologist, E. O. R. C.—Murtha P. Quinn, Ensign, U. S. Navy.—Arthur G. Ray, Signaller, 4th D. A. C. Canadian, F. A.—Charles A. Read, Avia. Sec.—Harold B. Davis, Lieut., U. S. A.—Boyd Dudley, Jr., Capt., U. S. A. O. R.—Harold L. Nickerson, 1st Lieut., 307th Trench Mortar Inf.—E. R. Norton, Asst. Naval Constr., U. S. N.—Caleb C. Pierce, 2d Lieut., Adj. Gen. Off., 79th Div., N. A.—Reuben Arey, Lieut. (J. G.), U. S. Naval Auxiliary Reserves, U. S. S. *Wenonah*.—Robert S. Gans, Capt., C. A. R. C.

Returning to civil life, George H. Tabor, X, is general manager of the gasoline department, Sinclair Oil & Gas Co.—Stanley Parker is sales engineer of the Wheelock, Lovejoy & Co., a steel concern. J. H. Devine, V, writes from Paterson, N. J.:

"I have been connected with the Chilton Paint Co., of New York as a chemist and assistant superintendent for the past two years. A few months ago, however, I left this concern to take a position as superintendent of Morton & Maguire Paint & Varnish Mfgs. located at Paterson. I enjoy my work very much. This is a young concern as it has only been in business for a short time, but is doing quite some business at the present time and we expect it to grow very big. I have been put in class II in the draft so do not expect to be called for some time.

When Harry Peck decided to serve the government, one might have predicted that he would evolve a new style of forceful writing. From Taliaferro Field No. 1, Hicks, Tex., he says:

Where in h—— do I stand as regards class dues? I remember that I made the motion to use my dues to buy Liberty Bonds with, but damned if I can remember paying said dues. Too busy to write and tell you all, but am trying to do my bit as it comes my way.

Tom Lough writes that he has arrived at Camp Lee, Petersburg, Va., and finds the life in steam-heated wooden barracks very comfortable. Two thousand engineers are training at the camp. That very much overworked young man who was our class grind and later associate secretary takes off his gas mask to write:

I am still in the Gas Defense and have charge over a laboratory of twelve men, which I suppose looks small to you. However, all my men are very high grade and are doing high-brow work. You would not be able to understand any of it if I told you, except that we work from twelve to sixteen hours a day.

Arthur hopes to get the 1913 fellows in Washington together shortly and we hope that his efforts will get a generous response.

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#### 1915

WILLIAM B. SPENCER, *Secretary*,  
544 North Grove Street, East Orange, N. J.

FRANCIS P. SCULLY, *Assistant Secretary*,  
5 Exeter Park, Cambridge, Mass.

We can give no tribute great enough, pay no homage deep enough to honor the memory of our beloved classmates who are giving up their lives on the battlefields of France for the freedom of their homes and their country.

Paul Gautier Vignol was recently killed in action on the French front.

Capt. James P. Clarke died recently at Camp Bowie.

Allen Abrams has sent us a note containing the names of Tech men who have been recently commissioned in the newly formed Chemical Service Section of the National Army, under Lieut.-Col. William H. Walker. These Tech men are now preparing for service abroad in those lines where the chemist is so greatly needed: Gilbert N. Lewis, '12, F. G. Keyes, D. H. McMurtrie, '15, E. B. Peck, '14, P. G. Woodward, Allen Abrams.

Charles A. Bidwell was not too bashful to let us know that he has enlisted in the Coast Artillery and has been assigned to the Headquarters Company of the 55th Artillery at Fort Andrews, Mass. How fine it would be if there were more like Bidwell to keep us posted on their locations.

The following note also came to us during January from Charles W. Oleson:

After a roundabout journey from my former boarding house in New Haven to my home in Salem, Mass., then to Camp J. E. Johnson, I finally received the letters telling about the Technology Club of Paris. It surely sounds like a pretty good thing.

At present I am down here in the Repair Unit, in which I enlisted as a mechanical engineer. It is almost two months since I joined the army, and I have yet to receive my first pay envelope from the army, so you can see how things stand for the time being. I do not expect to be in Florida much longer, as rumor says we are going to move soon. However, one place is as good as another, so we should worry at whatever happens. With best wishes to all—CHARLES W. OLESON, 23 Symonds Street, Salem, Mass.

"Ted" Spear hopes that although we have not heard from him until recently, he "is not completely beyond redemption in the eyes of the crowd." He was just starting to work for the government when he wrote us, leaving the Merck & Co., Chemists, at Rahway, N. J. He says:

I've been here since August making medicinal chemicals, but got the chance to go in with the "Big Company" and so am going to see what I can do. I'm not going after a commission, at least, so my plans go now, but there's no telling what will come up. Let 1165 Commonwealth Avenue, Allston, Mass., be my address until further notice.

The following letter has been received from Phil L. Alger:

Greetings to the Class of 1915, and to you, Mr. Secretary! I am interestingly occupied in the Ballistic Computation Division of the Proving Grounds. Electrical engineering is very fascinating, but there are many problems in ordnance which yield to none in point of interest. Since, as most of my Course VI friends will testify, all I need to be happy is a problem to solve, and I am here surrounded by the aforementioned very interesting ones, why, I am very luckily situated.

An interesting series of rencontres befell me recently, which goes to show that 1915 Tech men are always on the go. I made a journey from New York to Providence, to Boston, to New York, three weeks ago. Reaching New York at midnight, I ran into J. A. Ball, VIII, on the train, with whom I had much pleasing conversation. After stopping in Providence a few hours, I boarded the five-hour-late Federal Express for Boston, and met Fonseca, VI, who was very hungry because of said lateness and no time to eat the day before. Leaving Boston next day, I walked down the aisle of the train to see who was aboard and met Highley, I, with whom, again, much conversation. It is evident to the most unsophisticated mind that since I only went on three trains and on each was a '15 man, that the whole class was traveling that week end, and by inference our class is very much alive.

Lieutenant Baker, VI, favored me with a long letter from Camp Greene, Carolina. May his good future compare with his desserts. Address, 2d Lieut., Ord. R. C.

Here is another one from Guernsey A. Palmer, with as much "pep" as ever:

*Dear Bill:* Your circular of the 29th ult. in connection with the War Service Fund, came along while I was out of town, but I was just as glad to get it when I returned last week, for it seems good to hear from our secretary again, even in the line of an appeal for funds.

The Paris Club undoubtedly is doing a wonderful work and I was glad to contribute what I could towards its maintenance. I hope it will thrive and receive sufficient support to enable it to accomplish all that can be done in its field.

I was in Washington a week ago upon my return from New York, and tried to get hold of our friend "Ike," but found that he was out of town. I had nothing



special in view unless it was to give him an opportunity to enthruse me into voluntary military service, although I was on my honeymoon. I have been down here about a year and we are sort of away from the scene of action to the extent that we do not realize the seriousness of the present conditions except at such opportunities as we have to get East, or I suppose I should have been in the army before this. However, Uncle Sam has me in his draft, although I have passed thirty-one since registration, and if I do not take a notion to go into army work first, he will have a whack at me somewhat later on, although the engineering work that I am doing, and particularly the work on large irrigation projects in the lower Rio Grande Valley, may justly exempt me.

New York, so far as classmates are concerned, was quite lonesome to me for most of my acquaintances seem to be enlisted and those that were not were in some service directly pertaining to war work. I tried to get hold of some fellows on my way back, but the movements are so fast on this game of checkers that it is now hard to keep tab on any one. Undoubtedly there are a number of Tech men in the cantonments and aviation fields in this vicinity and possibly some of them are classmates of ours. Therefore, you might note in the next class news write-up in the REVIEW that I am located here and would be glad to get in touch with any of the men who might be in the Southwest.

Jerry Coldwell has favored us with a nice letter full of "dope":

Unfortunately, I have been marooned in Montreal for some time, and have seen very little of any of the 1915 bunch. However, I can give you the following information, some of which may be new:

Sidney E. Clark, II, is flying at Miami, Fla., with the Navy Aviation, and expects to go overseas in the early spring.—W. R. McEwen, II, is teaching machine gun practice at the 'Stute.—Fritz Staub, IV, is in the Navy Aviation Training School at the 'Stute, I think.—Wink Howlett, X, is working on material for gas masks for the du Pont people in Wilmington.—Clive Lacy, VI, is a lieutenant in the Ordnance Department and is stationed at Washington, D. C.

That is about all of the dope that I know of. Personally, I have been rejected four times on account of weak heart, but I still have hopes of ultimately getting overseas. I think they will drop the high standard later on, when men are scarcer than they are at present.

Best luck to you and the rest of the bunch.

JERRY (E. S.) COLDWELL, VI.

P.S.—L. C. Prescott is in the Royal Flying Corps in Texas as a cadet.

Otto Hilbert is still in Corning, N. Y. He only occasionally gets back to Boston, even with the "special attraction" to draw him. He says that he has tried for a commission but was not needed; then was drafted and given a deferred classification.

Amid the anxieties and excitement of having our boys in France, we are apt to somewhat forget that the health of the people at home must be guarded, if our fullest power is to be made effective. We were especially glad to hear of the appointment of George W. Simons, Jr., as head of the Bureau of Sanitation for the state of Florida. George has been very well received in his new work and we wish him the very best of success.

A. N. Wardle and Ellis S. Tisdale have been made acting chief engineers of the West Virginia Dept. of Health during their chief's absence. Wardle will also act as superintendent of filtration for the West Virginia Water and Electric Co., at Charleston.

Weddings and engagements continue to be popular with 1915 men.



Mr. and Mrs. John Young of Park Hill, Yonkers, announce the engagement of their daughter, Marion Pomeroy Young, to 1st Lieut. Gale Shedd, Jr., of Keene, N. H. Gale used to be mighty popular with the Boston girls at the dansants.

The engagement of Ensign Royal W. Wetherald, U. S. N. R. Flying Corps, and Miss Rosemonde Wyman, daughter of Mrs. Edward Frothingham Wyman of New York, was announced in February. Wetherald is stationed at Fort Worth, Tex.

Fiske Reed Jones' engagement is announced to Miss Marion L. Cutter of Brighton.

We also have four marriages to announce: John F. Wostrel to Miss Ivy L. Clair; Ensign William Tallman to Miss Ellen H. Humphrey at Fairhaven, Mass.; John B. Mueller to Miss Edith F. Norton; Louis H. Young to Miss Pauline A. Gammons. Young is in the flying corps of the Naval Aviation Service as mach. mate.

### WE HAVE ONE HUNDRED FORTY-SIX MEN IN THE 1915 HONOR ROLL.

The names of men of whom we have received information since the first of January are given below:

Henning J. Berg, Cadet School of Mil. Aero. at M. I. T.—F. B. Barnes, Lieut., Co. D, 26th Engrs., Camp Dix, N. J.—E. D. Bascom, Priv., Co. T, 101st Engrs.—Clarence A. J. Birnbaum, U. S. Base Hospital No. 1.—Schuyler Coffin, Cadet Avia. Sect. Sig., O. R. C.—William L. Campbell, 1st Lieut., Avia. Sect. Sig. Corps.—Richard B. Cotton, Lieut., Constr. Div., Avia. Sec. Sig. Corps.—Preston H. Early, 2d Lieut., F. A. School, U. S. R.—George S. Fowler, Asst. Chem., Ord. Dept., U. S. N.—Forest J. Funk, Chg. San. Insp., Am. Red Cross, and U. S. Pub. Health Service.—George C. Lawrence, Draftsman, Ord. Dept.—Walter J. Monahan, U. S. School, Mil. Avia., Princeton, N. J.—H. L. Marion, Ord. Dept., Washington, D. C.—Ottomar O'Donald, Capt., U. S. F. A.—H. E. Rossell, Lieut., Constr. C, Navy Dept., Washington, D. C.—Edward Schoeppe, 2d Lieut., Sig. Corps., Balloon Production Sect., Wash.—Henry C. Sheils, Motor Insp., U. S. N. A. Det., M. I. T.—U. S. Stewart, Mach. Gun School, Springfield Armory.—Howard H. Wells, Flying Cadet, Avia. Sect.—Albert N. Walter, 1st Lieut., Bat. C, 315th F. A., O. R. C.—J. E. Williams, Lieut., Jr. Grade, Destroyer U. S. N.—Joseph Wint, 2d Lieut., Co. H, 17th Inf.

### 1916

RUSSELL H. WHITE, *Alumni Council Representative*,  
4 Ames Street, Cambridge, Mass.

*Editor's note:* White, who has been teaching navigation at the Naval Aviation Ground School at the Institute, has just completed,

as we go to press, the regular course of training for a commission in that service, and so has had no time to compile and prepare the large amount of information he has on the activities of 1916 men. He promises, however, that the July issue of the REVIEW will contain a complete account of what has happened to the class during the last year. Watch out for it!

Meanwhile, Sixteen will be glad to know that Bill Farthing, who has been lost to sight for two years, has turned up at last, with a commission in the Ordnance Department of the Naval Aviation, and is stationed at Washington.

And I. B. McDaniel is somewhere on the Pacific Coast, his old stamping ground, helping to design and build the concrete ships which are going to win the war. He holds the rank of junior lieutenant.

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1917

WALTER L. MEDDING, *Secretary*,

318th Engrs., Vancouver Barracks, Washington, D. C.

ARTHUR E. KEATING, *Assistant Secretary*,

893 Seaview Avenue, Bridgeport, Conn.

No report received from the secretary.

Joel W. Campbell writes from Calcutta, India, where he is connected with the Angus Jute Co., Ltd., 3 Clive Row:

I am very much pleased with India, judging from what I have seen the short time I have been here. The people and their customs are all new and very interesting.

Herbert N. French, Ensign, U. S. N., now on the super-dreadnaught *Oklahoma*, has announced his engagement to Miss Frances Briggs of Brookline and Washington.

The *Boston Advertiser* of February 24 notices Hulburd's wedding as follows:

Watertown, N. Y., January 23.—Gladys Elizabeth Heywood was married today to Lieut. Philip E. Hulburd. Miss Heywood is the daughter of Mr. and Mrs. Frank W. Heywood of this city. Lieutenant Hulburd is the son of Charles Hulburd of Brookline. The couple first met when Miss Heywood was attending Miss Lucy Wheelock's School in Boston two years ago. The school is conducted by Lieutenant Hulburd's aunt. Hulburd last June graduated at the Massachusetts Institute of Technology and about the same time Miss Heywood received her diploma at the Miss Wheelock School. Lieutenant Hulburd is stationed at Fort Adams, R. I. The couple will live here until he goes abroad.